



*Fédération  
Aéronautique  
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# Minutes

of the  
**Annual Meeting**  
of the  
**FAI Commission International de Vol Libre (CIVL)**

held in Lausanne, Switzerland  
**on 16<sup>th</sup> and 17<sup>th</sup> February 2013**  
at the Movenpick Hotel

## 1. Opening Remarks & Roll-Call

The CIVL President, Agust Gudmundsson (AG), opened the Plenary Meeting in Lausanne, Switzerland by welcoming delegates and observers. He acknowledged two very busy days of working sessions and emphasised the importance of continuing the work throughout the year.

AG thanked the FAI Secretariat for hosting a cocktail reception on Thursday evening and providing a guided tour of the FAI offices in the Maison du Sport, and especially for displaying many archive documents and photographs of outstanding aviators over its 110 year history, including the famous FAI Gold Air Medal Book. Our historian (SM) found in the archives minutes from the second CIVL Plenary, 37 years ago, and Yoshiki Oka, Delegate for Japan, attended then, and attends still. He was awarded a small gift.

The Roll Call was conducted by Rob Hughes, FAI Senior Sports Director. The number of votes present, including proxies, was 34. Simple majority was 18 votes, 2/3 majority was 23 votes.

### The CIVL Bureau was present.

- Agust Gudmundsson	CIVL President
- Chris (Calvo) Burns	Vice President
- Goran Dimikovski	Vice President
- Igor Erzen	Vice President
- Stéphane Malbos	Vice President
- Hamish Barker	Treasurer
- Jamie Shelden	Secretary

### Complete list of attendance

	Jørgen Askirk Niels - Denmark - Alternate
	Pietro Bacchi - Italy
HB	Hamish Barker - Australia - Delegate - CIVL Treasurer
	Nikki Bodill - United Kingdom - PG Accuracy SC Chair
	Harald Buntz - Germany - Alternate
CB	Chris Burns - United Kingdom - Delegate
RC	Raymond Caux - France
	Hakan Cici - Turkey - Delegate
DDi	Dimov Daniel - Bulgaria - Delegate
KdK	Koos de Keijzer - Netherlands - Delegate
GD	Goran Dimiskovski - F.Y.R. of Macedonia - Delegate - CIVL VP
OE	Oyvind Ellefsen - Norway - HG SC Chair
IE	Igor Erzen - Slovenia - Delegate - CIVL VP
AF	António Fernandes - Portugal - Alternate
KF	Castro Freudenthal - Karel - Mexico - National Representative
	Claudia Gomez Palacio - Mexico
AG	Agust Gudmundsson - Iceland - CIVL President
	Juan Manuel Guitierrez - Guatemala - Delegate
	Miguel Gutiérrez - Mexico
	Zhaofang Han - China - Alternate
BH	Brian Harris - United Kingdom - CIVL Competition Coordinator
RH	Rob Hughes - FAI - FAI
	Gimas Hussin - Malaysia - Delegate
	Andrzej Jaxa-Rozen - Poland - Delegate
UJ	Ugljesa Jondzic - Serbia - Alternate
	Louise Joselyn - United Kingdom
KK	Kamil Konecny - Czech Republic
	Lorenzo Labrador - United Kingdom - Alternate
EM	Elsa Mai - Chinese Taipei - Delegate
SM	Stéphane Malbos - France - Delegate - CIVL VP - PG SC Chair
	Didier Mathurin - France
	Nicky Moss - Colombia - National Representative
	Haznain Ngamil - Malaysia
	Kåstad Nygard Knut - Norway - Delegate
YO	Yoshiki Oka - Japan - Delegate

DP     Zeljko Ovuka - Serbia - Delegate  
       Dennis Pagen - USA - Delegate  
       Ernesto Rivas Butcher - Mexico  
       Pascual Manuel Ruiz - Mexico  
MS     Martin Scheel - Switzerland - Delegate  
       Thomas Senac - France - CIVL Environment Officer  
JS     Jamie Shelden - USA - Alternate - CIVL Secretary  
       Gizem Tan - Turkey  
KT     Klaus Tänzler - Germany - Delegate  
       Guillermo Toralla - Guatemala - Alternate  
ST     Scott Torkelsen - Denmark - Delegate  
       Andika Untung Setiawan - Indonesia  
       Yudha Wahyu- Indonesia - Delegate  
       Mirvad Zenuni - Bosnia and Herzegovina

## **2. Declaration of Conflicts of Interests**

YO: Managing Director of a paragliding importer.  
DDi: Involved with upcoming Cat 1 event in Sopot, Bulgaria.

## **3. Additions to the Agenda**

Late nomination for Pepe Lopes medal brought by Australia on behalf of New Zealand.  
Proposed HB. Seconded SM.  
Vote: unanimous to add to the Agenda (see point 34).

Appointment of past President, John Aldridge (JA), as Honorary President.  
Proposed AG. Seconded SM.  
Vote: unanimous to add to the Agenda.  
Vote on proposal: Passed with 3 votes against.  
A copy of the FAI book, High Flyers was signed by all attendees and will be sent to JA.

## **4. Approval of the minutes of the last Plenary Meeting**

See Annex 4 of the Plenary Agenda.  
  
Vote passed with no votes against.

## **5. Report of the FAI Senior Sports Manager – Rob Hughes**

See Annex 5 of the Plenary Agenda.

- Welcome on behalf of FAI President and FAI Secretary General, who apologise for not being here.
- At the last FAI General Conference John Aldridge was appointed FAI Companion of Honour. Regional managers have been appointed in S. America and SE Asia. Expert Groups have been set up, including Airspace, Navigation, Safety, New Technology, and IT, of which AG is a member.
- Sponsorship: Breitling, watch manufacturer, has entered long term partnership. Long history in aviation with first aviation watch. Will be active in 10 events in coming year, which includes World HG Class 1 Championships, Forbes, Australia, Women's World HG Championship, Annecy, France and World Paragliding Accuracy Championship, Sarajevo, Bosnia & Herzegovina. They will receive free items for distribution to competitors and organisers.
- Discussions are underway with Red Bull, and the Red Bull Air Race may start again in 2014.
- IT: The FAI Sporting Licence database is now functional, after an embarrassing delay of 8 years. New SL application will be delivered to FAI by mid-March thanks to AG's company.. Delegates are reminded to check

that their NACs have uploaded their information. New email system implemented for commissions to manage their own group lists. Database is also undergoing major overhaul. Complicated, but happening.

- FAI office now up to full strength. 9 people. Chart provided to all delegates, and is on website.
- Anti-doping: Now carrying out wishes of FAI members (NACs) and is actively involved. Sponsors want clean sports, so essential to show compliance. In and out of competition testing is being set up. 10 pilots will be added to FAI base for out of competition testing, from 5 sports where no testing data was available, CIVL has had its pilots in the in and out of competition testing. Have tried to minimise the impact. It is essential that pilots apply for TUEs if they need them. A glider pilot was banned in 2011 because of non-declaration of prescribed drug.
- Multisport events: WAG 2015: bids received and results will be announced soon. WG 2013, Cali: Huge event with many sports. 3 airports involved. PG Accuracy from CIVL. Huge publicity and there will be big emphasis on the presentation of the sport. It will be a show event. FAI is also involved in Asian Beach Games, paramotoring and paragliding in 2014.
- FAME – looking at non-traditional airports events, media/spectator friendly. Largely funded and owned by FAI. Any profit accruing to FAI in the future will be reinvested to grow and enhance visibility airports.

## **6. Report of the CIVL President – Agust Gudmundsson**

See Annex 6 of the Plenary Agenda.

- Report shows number of sanctioned competitions maintaining the same level, 328 this year. Sanction fee income is falling slightly (was based on incomplete financial data, confirmed to have increased slightly), and cost to FAI of Cat 1 events is increasing. The bid from France includes the new HG Sports Class, adding yet another World Champion in CIVL. It is difficult to make all of these champions 'heroes' in order to promote the sport.

- Costs of Cat 1s and running CIVL is increasing. CIVL is losing money on most Cat 1s. We need to review what is happening here and consider this factor when developing new initiatives. Although we do not yet have final figures for 2012 (more later) we know CIVL is in reasonable financial health. But we are spending more than our income. We should be investing in the sport, but it needs to be controlled and reviewed.

- Getting some good publicity for our sport: New York Times coverage of Dustin Martin's epic record flight with Jonny Durand. Also seeing more Continental records ratified. This remains a bureaucratic business. NACs must be involved, and good records are being missed because the NAC is not supporting the process.

- Focus on safety: big effort in sprog measurements. Making an effort, but has been expensive. Should now be able to maintain program without so much cost. In paragliding, CIVL is working hard too. We are still seeing incidents (2 at Europeans in France). It is a complex and technical subject, moving ahead on several fronts.

Volunteers: Still not getting enough effective volunteers for the many posts available, Bureau, Subcommittees and Officers. We are trying to provide some recompense to some, and to cover expenses.

We need new sources of income, such as more sales and possibly new licencing of IPPI cards. Not right to have pilot fees (sanction fees) paying for all these expenses. CIVL financials have to be reviewed and restructured.

- Ongoing discussions with FAME. Difficult to explain the potential of CIVL disciplines. We welcome the FAME initiative, of course, but we need a more pro-active commercial effort in place to promote our sport. FAI is too small an organisation, smaller than some country federations!

## **7. Report of Bureau Activity**

See Annex 7 of the Plenary Agenda.

SM: Regular reports communicate bureau activity to Delegates, demonstrating the many issues being dealt with.

## **8. Report of the CIVL Treasurer - Hamish Barker**

See Annex 9 of the Plenary Agenda.

An interim report was published as part of the Agenda package. The accounts for the year are still not finalised. There are still significant errors and anomalies due to variety of circumstances, some beyond FAI control, and there has also been a change in FAI accounting system last year and another one will be started this year. We have been discussing with FAI office on how to improve the working practices, for both CIVL and FAI. From the provisional information we have, there is a deficit of €20k of expenditure over income.

Cat 2 SF income has increased slightly and still represents 2/3 of total income. It was noted that the SF income from Cat 1 championships is now exceeded by Championship expenditure (medals, Steward & Jury stipends, trainee stewards, technical support).

Internally, we need to review our income streams, such as IPPI cards, and manage expenses. Yet we have funds to invest wisely to develop our sport.

No vote was called to accept the accounts, because they are not finalised. See item 31 (Budgets).

## **9. Decisions taken by Bureau since last Plenary**

See Annex 9 of the Plenary Agenda.

Report shows a long list of decisions taken since the last Plenary. Most have no bearing on future actions. One that does is the approval of Local Regulations for 2013 FAI World PG Championships, Sopot, Bulgaria: Vote on ratification of all decisions except the two listed below. Proposed SM. Seconded IE.

Vote: passed with no votes against.

Decision to make mandatory a second reserve for paragliding Cat 1s:

DP proposed to table this vote until PG SC report, seconded by SM.

Vote to defer: passed with no votes against. See 17C.

Decision to accept France bid for World HG Class 2&5, Womens Worlds, Sports Class for 2014:

Vote to ratify decision of Bureau proposed SM. Seconded KdK.

Vote: Passed with no votes against.

## **10. Discharge of responsibility for decisions since 2012 Plenary**

Proposed AG. Seconded SM.

Vote: Passed with no votes against.

## **11. Review of 2012 and 2013 Championships**

See Annex 11 of the Plenary Agenda.

YO: Asian PG Accuracy Championships, Chinese Taipei: Correction: there were 11, not 12 rounds.

GD: European PG Championships, St André, France: There were fewer pilots than there could have been, possibly 20 below. Need to analyse why, and avoid administrative or bureaucratic blockage.

CB: There were 144 registered at one time, and this reduced to 132. Selection criteria was not a major factor, maybe 5 or 6 pilots.

BH: Some NACs did not enter teams, financial issues. Some pilots decided not to enter. However, organisers had planned to accept guest pilots and they had a waiting list of about 15, but they decided not to accept them.

## **12. Review of the 2012 Test Events for 2013 Championships**

See Annex 12 of the Plenary Agenda.

No comments or questions.

## **13. Proposals & Projects from the CIVL Bureau**

See Annex 13 of the Plenary Agenda.

a) Revision of the Practical Guidelines for Category 1 Competition document.

LJ: Reported that this project is underway, but is more work than originally anticipated. Some chapters almost complete. Some being reviewed by an expert panel. More expert help required. The plan is to publish modules as they are completed over the coming months.

b) Bidding procedures.

Proposal in Annex 14 of Agenda package: to bring forward the bidding timeline by 2 months, signed OA to be submitted with the bid documentation, removal of the 640€ bid fee. Proposed SM. Seconded IE.

Vote: passed with no votes against.

c) Revision of the CIVL Jury & Steward Handbook.

SM: The bureau believes the CIVL Steward & Jury procedure needs to be overhauled. Some work on this project is underway, and will continue within the Bureau and with new J&S Coordinator, when appointed. This may include an increase of Steward fees. Proposed SM. Seconded JS.

Vote: passed with no votes against.

d) Circulation of Jury & Steward Reports.

Reports can contain sensitive information on organiser performance and on incidents. The information needs to be reviewed by officers so lessons can be learned. Proposal that reports will be accessible to Officers (on the intranet) and available to Delegates on request.

AG: Confirmed that more needs to be done to provide information on incidents in competitions in appropriate formats to relevant people. More data needs to be collected, by incentivising organisers/pilots to complete the incident report forms.

Vote proposed AG. Seconded SM.

Vote: Passed with 2 votes against.

e) Category 2 events.

SM: A Plenary decision last year to change the wording in S7b concerning how Cat 2 events should follow Cat 1 event rules as far as 'appropriate'. Unfortunately, the change was missed in the Section 7b updates last year, and is proposed again, extended to S7a-b-c in Annex 13 of Plenary Agenda package. Proposed SM. Seconded IE.

Vote: passed with no votes against.

f) Coverage of Bureau members expenses.

Travel and subsistence costs for Bureau members to attend the October meeting should be paid by CIVL. Increasingly, NACs are cutting back and refusing to cover additional costs of Delegates/Officers when attending meetings outside the Plenary.

AG: Acknowledged that when NACs are prepared to cover the costs, CIVL will not have to pay.

Vote proposed AG. Seconded HB.

Vote: Passed with 1 vote against.

g) Revision of the role of the Competition Coordinator Officer.

AG: BH has been doing an invaluable job, and has been contributing much more in terms of voluntary work in allied areas. In order to find a replacement, now that he has resigned, we have had to refine the original job description. See Annex 15 of the Agenda. BH was warmly applauded by the audience for his contribution to CIVL in past years.

h) Modification of the CIVL IRs and TOR.

AG: This is a major job that should have been done some time ago.

SM: This point is deferred for voting until later in the meeting, just before the elections, as it will take immediate effect. See point 32.

<b>14. Recommendations from the Safety Subcommittee – Raymond Caux</b>
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See Annex 16 of the Plenary Agenda.

- The Reserve Parachute WG was initially active, but could not come to consensus. Later the Bureau took the decision on mandating a second reserve for PG Cat 1s.
- Working on guidance document to revitalise and restructure the agenda for the Mandatory Safety Briefing.
- Information: working with SM to develop pages for safety information and links on the CIVL website.
- Safety Officer can be the link between the different discipline subcommittees.
- Human factors and psychology are important, but also need to look at improving equipment, to help avoid human error. One idea is an automatic 'hook-in' system for hang gliders.

KT: Do we get enough information from Cat 2 competition organisers on incidents.

AG: No, we do not. Even certain Task Force members who made recommendations to enforce the submission of incident forms, are not complying. PWC organisers are not sending information (Superfinal excepted). Looking for suggestions on how to improve the situation. It is not the form or the process, but the mindset of the organisers.

## **15. Report and proposals from the joint HG/PG Subcommittees – Oyvind Ellefsen and Stéphane Malbos**

See Annex 17 of the Plenary Agenda.

See Annex 1 of these Minutes, reporting on the joint HG-PG Open meeting. It is superceded where stated below.

1. Assessment of Cat 1 Championship bids by SCs to cover more than just safety aspects. Change of wording in S7.

Vote: passed with no votes against.

2. Change of bid procedures.

Agreed by joint SCs. Already passed in Bureau Proposals. See point 13.

3. Live Tracking.

Prior to the Plenary, joint SCs agreed to amend the proposal to include an exemption clause.

OE: Proposed to amend the amended proposal to refer only to PG XC competitions. HG SC is happy for Live Tracking to be used, but does not want to mandate it, as it may deter bidders from certain areas where coverage is poor. Seconded KdK.

Vote: Passed with 1 vote against.

Final wording of proposal:

*Add a rule in S7b (2.18.14) stating:*

*From May 1<sup>st</sup>, 2014, live tracking is mandatory in Category 1 cross-country events and test events.*

*Organisers may request an exemption at the time of bidding, which would be considered by the relevant subcommittee.*

Vote: Passed with no votes against.

4. Allocation procedures.

KK proposed to add to S7c also. Seconded IE.

Vote: passed with 1 vote against.

Further discussion resulted in agreement that this is not a rule required in S7, and should be dealt with by the organisers on their website.

Vote on adding expected team size requirement to S7. Proposed SM. Seconded IE.

Vote: Failed with no votes in favour.

5. Asia-Oceania championship

To request FAI CASI approval of definition of new region. Proposed SM. Seconded EM.

Vote: passed with no votes against.

6. Minimum age – no vote needed.

7. Changing name of GAP formulas.

Joint SCs support the proposal to separate current GAP in 2 subsets, and re-name the HG and PG scoring subsets as GAP-HG-201x and GAP-PG-201x. Proposed SM. Seconded OE.

Vote: passed with no votes against.

## **16. Report & proposals from the HG Subcommittee – Oyvind Ellefsen**

See Annex 18 of the Plenary Agenda.

See Annex 2 of these Minutes, reporting on the HG Open Meeting.

1. Prototypes – Agreed that for fairness, prototypes are not allowed in Cat 1s. But we need for prototypes to be allowed in Cat 2 events. Important for development. Checking prototypes: actions identified to collect data from manufacturers, specify measurements to be taken (easily). Set penalties to discourage cheats and encourage manufacturers to cooperate.

2. Pitch safety/sprogs: positive feedback from Forbes. No-one is complaining on this important safety issue. Teams have own devices and have had training on measurements.

3. S7 change proposal – Correction to a misplaced paragraph from last year (penalties for sprog measurement violations) to 12.3.4. The penalty paragraph under Ballast (S7a 12.7.2) should be under 12.3.4 (structural limits). OE Proposed to add to agenda. KdK seconded.

Vote passed with no votes against.

Vote on S7 correction. OE proposed. KdK seconded.

Vote: passed with no votes against.

3. Archaeopteryx – The glider had been excluded from last Class 2 Worlds because there had been no proof that it was foot launch and landable in nil wind conditions. Video has now been received (and reviewed) to prove it. HF SC approved it, so it is now eligible to enter sanctioned HG Class 2 Championships.

4. Sport Class – Discussions have centred around defining the gliders, but not the pilots. Always been assumed it is for pilots not wishing to fly higher performing Class 1, giving them a chance for their own championship and medals. But under existing rules, it is possible that Class 1 pilots could enter, which defeats the original aim. SC has been considering excluding pilots that have flown a Class 1 HG in a Cat 1 event. Much disagreement. SC will talk to organisers in Annecy on their plans and intentions, and review after Test Event.

5. Proposal to clarify airspace infringements rule – Existing rule not clear on what happens if you infringe twice in a task. The proposal makes it more specific in terms of extent and duration of infringement.

OE proposed to add to agenda. Seconded KdK.

Discussion highlighted that some further modifications are needed. SC agreed that this proposal is withdrawn for consideration during the year. It should also be considered for S7b.

6. Safety: Have worked on fixing rules and equipment. Now need a change in culture/mindset of pilots who will fly in anything that has been set as a task. Need to address task setting in poor conditions.

7. Proposal: to research whether other sports' helmet standards can be qualified as equivalent or 'better' than EN966 for flying. Proposed rule change is designed to incentivise the work group and future-proof the rule by allowing for the possibility. Proposed OE. Seconded by KdK.

SM: The CIVL Helmet WG concluded two years ago that there is no easy way to determine whether another sport helmet standard is 'better' or equivalent to EN966.

Vote to add to Agenda: Proposed OE. Seconded by KdK.

Vote to add to Agenda: passed with no votes against.

Vote on proposal: passed with 3 votes against.

8. Harnesses: how to fix problem of pilots forgetting to hook in. Not been a problem in Cat 1s because launch marshals are checking. Looking at developing a direct connection standard.

9. Bid from Mexico: This has been reviewed and has been recommended for approval by the HG SC.

## **17. Report & Proposals from the PG Subcommittee – Stéphane Malbos**

See Annex 19 of the Plenary Agenda.

See Annex 3 of these Minutes, reporting on the PG Open Meeting. It is superceded in places as stated below.

a) Glider proposal.

The original proposal submitted as Annexes 19a and 19b of the Agenda are withdrawn. A revised proposal was distributed. See joined CIVL-EN Competition Class Requirements Document. SM proposed. Seconded ST.

A CIVL-EN Competition Class is implemented in Section 7. Its specifications are published in a separate document (see the CIVL-EN Competition Class Requirements document). CIVL expect the WG6 to officialise the new Class before 2015 and request to be part of the EN project.

GD pointed out that the proposal has been revised and agreed by representatives of CIVL, PMA, EHPU, Test Houses and PWCA. A two year revision of the specification is built in. EN-D certified gliders allowable in Cat 1s will have to comply with technical limitations, ie max speed and max AR of 7.

Question: Line strength requirements back to EN926-1 (8g), rather than theoretical 23g limit used in previous competition class.

GD: Want to keep it in line with EN requirements for now.

UJ: Why wait 2 years? Why not change in 2014?

GD: To give enough time for the new standard to be finalised. More stability for manufacturers and pilots.

It was acknowledged that with the new EN standard, there may be a performance drop compared to latest EN-D certified wings.

Vote: Passed with 1 vote against.

b) End of speed section.

The aim is to give bonus points for pilots arriving above a specified altitude at the end of speed section (ESS). This should discourage pilots from speeding towards ESS (and final glide). This proposal forms part of the competition glider/safety package arising from the PMA recommendations.

A change to S7b at 2.28.6 Goal Altitude Bonus is proposed. Some flexibility is built into the rule to accommodate special conditions, altitude measurement issues etc. Some wording changes were made where the word 'goal' had been used, which was misleading.

AG: The new software must be fully tested in Cat 2s before making it mandatory at Cat 1 events. Should not be used in Cat 1s before 1<sup>st</sup> January 2014. The implementation date was changed to 1<sup>st</sup> January 2014.

See Annex 4 of these Minutes PG End of Speed Section.

KF: It needs further consideration. Does not account for situations where distance between ESS and goal is long, or where goal is at higher altitude, nor does it cover thermalling in ESS.

MS: The option can be switched off in special conditions. It needs testing, but it will help prevent cheating.

Proposed by SM. Seconded IE.

Vote on proposal: passed with 2 votes against.

c) Second reserve: Original proposal was to ratify the Bureau decision to mandate 2 reserves in PG Cat 1 Championships from 1<sup>st</sup> May 2014.

First vote to ratify the Bureau decision. Proposed SM. Seconded IE.

Vote: Failed 14 votes in favour, 16 votes against.

Amended proposal requested by DDi Seconded by DP. To add the option of a single reserve deployable by either hand. Final wording to be added to S7b Ch 2.18.4:

*From May 1st, 2014, all pilots must carry this reserve parachute plus one more. The latter must be deployable with the opposite hand compared to the main reserve or, even better, with either hand. As an alternative to two reserve parachutes, a single reserve parachute easily deployable by either hand may be used. Pilots are encouraged not to wait for this deadline to get equipped. Pilots should make sure that both reserve parachutes, main and second, are within the maximum certified weight. Pilots should check and repack their reserves regularly and get used to throwing them while in flight simulators.*

Vote: Passed with 3 votes against.

Proposal requesting €2000 budget to test automatic reserve systems (as per Annex 19e of the Agenda) was amended slightly to remove the words "in the next Category 1 event" in the first sentence, which was considered inappropriate.

Vote: Passed with 4 votes against.

d) Pilot declaration form has been amended.

Some amendments were made to simplify the header, as below. The remainder of Annex 19f of the Agenda is unchanged.

*All pilots competing in an FAI Category 1 Paragliding Championship are required to complete this form, regardless of class of paraglider to be flown. Completed forms will be sent to the Organiser and details will be confirmed by signature at physical registration.*

*This information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof).*

*This data will not be made public.*

The PG SC added the following recommendation/intention:

*The Paragliding Subcommittee, in liaison with the Safety Subcommittee and the Training Officer, will study the implementation of a new "Competition" level in the ParaPro program (stage 6). The description of this new level will be ready for the 2014 CIVL Plenary. It will be then proposed to make it mandatory for 2015 through the IPPI Card scheme, or its equivalent for countries that do not recognize the IPPI Card or any other relevant scheme.*

MS has volunteered to contribute to this work.

SM proposed. IE seconded.

Vote on amended proposal: Passed with no votes against.

e) Photo/signature requirement to be removed.

Vote: Passed with 1 vote against.

f) Assisting injured pilot – does not have to land to assist.

Vote: Passed no votes against.

g) Software proposals & adjustments.

Deferred to Software Report.

h) Competition Structure WG recommendations.

AG Proposed to accept report and continue to review these options. Seconded IE.

Vote: Passed with no votes against.

i) Review of bid from Colombia for 2015 World Championships

Comments made, approval recommended.

j) Review of Bulgaria proposals.

DDi withdrawing proposals in light of decisions already taken.

k) Review of Portugal proposal to part fund EN standard development.

AF: Proposal is aimed not just for competition class, but to sort out other EN classes too.

SM: PG SC does not support this proposal in its entirety. But has already recommended participation in the WG6 special project for EN competition class.

AF withdrew the proposal.

## **18. Recommendations from the Competition Structure Working Group – Stéphane Malbos**

See Annex 20 of the Plenary Agenda.

Report already been accepted by the Plenary, as part of PG SC Report (point 17).

## **19. Recommendations from the PG Accuracy Subcommittee – Nikki Bodill**

See Annex 5 of these Minutes, reporting on the PG Accuracy Open Meeting

- Reviewed changes in last year's accepted bid for Asian Championships in Malaysia next year. It has been improved, and SC recommends it. But paperwork still needs to be completed.

- Local Regulations for 2013 World Championships in Sarajevo, Bosnia, will be submitted to the Bureau for final approval in the next few weeks.
  - Discussion of how to prioritise wild cards for The World Games Pilot Selection.
  - Discussion on setting up records for Accuracy resulted in an agreement to be presented later.
  - Request for budget of €4000 for seminars in Asia and Portugal.
- AG: The budget for 2013 was set last year. The amount allocated for Judging training will be checked.  
AG proposed to accept the report, excluding budget request. SM seconded.  
Vote: Passed with no votes against.

## **20. Recommendations/Proposals - Aerobatics Subcommittee – Agust Gudmundsson**

- There was a meeting on Friday and later a meeting with FAME, which included some discussion of the pre-bid for a World Championships from France. Last World Championships were in 2006. This is a discipline targeted for development as it has a strong media/spectator interest and the new scoring software is spectator and internet friendly. Also looking at how to produce live feed video to show on the internet during a competition.
  - SC will be completely revised for the coming year, to be more pro-active and to include Judges, organisers and some pilots.
  - SC requests funding for Judging training, to produce videos which set the Judging standard and can be used for training, to support key events, and to facilitate SC meetings.
- See Annex 22 of the Agenda for more information.  
AG: The CIVL budget for 2013/14 will be checked to see what has already been allocated.  
AG proposed to accept Aerobatics report, excluding budget request:  
Vote: Passed with no votes against.

## **21. Recommendations/Proposals - Records & Badges Subcommittee – Igor Erzen**

- See Annex 23 of the Plenary Agenda.  
See Annex 6 of these Minutes, reporting on the Records & Badges Open meeting.
- Amendments to increase requirements for some of the Badges to a more realistic higher level.
  - Introduction of new records for Accuracy: consecutive dead centres (0.00) and sum of sub-10cm scores in consecutive rounds.
  - Further amendments for S7D.
  - Report notes that one section (proofs of Accuracy Records) still needs to be done before these can be implemented. Requests that this is done later and approved by the Bureau. Also the minimums will be agreed by the SC and submitted to the Bureau for approval.
  - Recommendations for Badges: Automatic flagging that a flight submitted to WXC qualifies for a badge.
- YO proposed amendment of Accuracy record from 10 to 5cm. IE seconded.  
KK: against, as 10cm is more motivational, would encourage more pilots to go for records.  
YO: Explained that this record format can be attempted over multiple competitions, providing the flights are consecutive.  
Vote on amendment: passed with 1 vote against.  
AG proposed accepting the report in its entirety. IE seconded.  
Vote on report: Passed with no votes against.

## **22. Recommendations/Proposals from the Software Working Group**

See Annex 24 of the Plenary Agenda.

The report summarised the work achieved by chairman Joerg Ewald in his first year. JE identified feedback from FS users as a key goal to set future direction. A survey had been completed. Annex 24b of the Plenary Agenda contained recommendations for change to be discussed by the relevant subcommittees. Some are designed to better align CIVL and PWCA scoring policies. Despite some discussion within the PG SC, AG felt that many of these issues had not yet been explored sufficiently thoroughly.  
The following topics were deferred for further discussion in the coming year:

Speed rank used to calculate time validity; Stopped task procedures; Stopped task validity (as used in PWCA); Distance points; Nominal launch; No pilots in goal; Arrival points; Leading points (more information needed to consider this change).

8. Parameters to be set by an organiser.

Clarifying the task for organisers/Meet Directors to set the technical parameters (different from GAP parameters). Change to S7b Ch5.2.3 as follows:

*The program and scoring formula to be used will be stated in the Local Regulations. The GAP scoring parameters will be decided at the first team leaders meeting and published in writing by the organizer prior to the start of the first task. These parameters are: nominal launch, minimum distance, nominal distance, nominal time, and nominal goal. These parameters must not be changed after the event's start.*

Proposed by AG. Seconded HB.

Vote: passed with no votes against.

9. GPS distance measurements.

The options set out by JE were written before it was realised that the General Section has mandated to use WGS84 ellipsoid (decided in October 2012 implemented in 1 January 2013). RH warned that not following General Section leaves organisers open to protests. However, other FAI commissions are already finding they cannot work with this decision and are trying to get it reversed. No change is likely to happen until General Conference in October 2013.

Adopting WGS84 earth model for FS (which currently uses FAI sphere) requires some time, and the workload needs to be assessed. JE suggested 1<sup>st</sup> May 2014 earliest. In addition, it will obsolete some instruments, with firmware upgrades to others for accurate navigation and distance measurement.

AG to contact CASI and other commission presidents and ask for an extension on compliance with this rule until 1 January 2014 or later. However, we should start to implement it as soon as practicable for testing purposes (in Cat 2s). If it could be done in FS for Sopot (not guaranteed), we would need to adjust the tolerance (currently 0.5% in S7b), which could be done through an addendum to the Local Regulations.

KV: Already have an issue in Mexico because we use big cylinders.

BH: The tolerance in existing system is variable, so it can be adjusted appropriately for Cat 2s.

No vote required at this time. Action on AG.

10. GPS Altitude measurements.

Proposal to request instrument makers to use the geoid instead of ellipsoid to improve altitude measurement accuracy. CIVL can set lead time for mandatory use according to availability of instruments. Some instruments will become obsolete.

DDi: Has done some detailed work to address this issue, based on software to calculate errors. It has been submitted to the Software WG. It is model-independent, so some instruments may not become obsolete.

AG: This is being studied, and looks promising. Needs more time/attention.

No vote taken at this time. More discussion required.

## **23. Recommendations from the Sporting Code Subcommittee**

See Annex 25 of the Plenary Agenda.

A number of 'housekeeping' corrections were identified in the report for all subsections of S7. AG proposes that the Plenary agrees that similar but not yet specified 'housekeeping' corrections can be made at the discretion of the next Sporting Code Chairman/Officer (checked by each SC chair prior to publication). These can address the consistent use of terms, such as Meet/Competition Director, Practice/Test Event etc.

NB. A number of other recommendations made in the report (Annex 25 of the Plenary Agenda) do not appear to have been addressed by the relevant subcommittees.

AG proposed to accept changes identified and to give discretion to next S7 Chair. Seconded SM.

Vote: passed with no votes against.

## **24. Report from the Competition Coordinator**

See Annex 26 of the Plenary Agenda.

Summarised the trends in number and type of Cat 2 sanctioned events. Overall number maintaining. An increase in Class 5 and Sports Class competitions. Steady decline in number of 'pilot attendances' in competitions since 2009.

AF: Concerned that small competitions are not sanctioning because the number of WPRS points are negligible. BH disagreed, there are many smaller competitions. AG confirmed that pilots like to see their name and progress in the WPRS.

SM: PG SC has said it will look at the euro-centric nature of WPRS points allocation in the coming year.

## **25. Report from the Jury & Steward Coordinator**

See Annex 27 of the Plenary Agenda.

No questions/comments on report. FK was thanked for his work over the past 3 years.

AG: The Bureau is reviewing the J&S system, and this will impact on the role and eventual appointment of new J&S Coordinator. Some work needs to be done to specify requirements.

## **26. Report from the Web Content Officer**

See Annex 28 of the Plenary Agenda.

No questions/comments on report.

## **27. Proposals from Bulgaria**

See Annex 29 of the Plenary Agenda.

Proposals withdrawn.

## **28. Proposals from Portugal**

See Annex 30 of the Plenary Agenda.

Proposal withdrawn.

## **29. Presentation of bids**

See Annex 31-32-33-37 of the Plenary Agenda.

Pre-bid from Spain for European HG Class 1 Championships in 2014. Do not yet have full details, and it is one year late. Entry fee of 400€. Aim is to fund the entire competition from entry fees as no grants or sponsorship is likely to be available. They are budgeting/requesting a remote Jury to keep costs down.

Bid for 2015 Paragliding World Championships in Roldanillo, Colombia. Dates: 10<sup>th</sup> to 25<sup>th</sup> January. Presentation by Nicky Moss, who will be Meet Director. Entry fee approx 400€ (depending on exchange rate). Live tracking and Fast Retrieve included. Test Event: 10<sup>th</sup> to 18<sup>th</sup> or 18<sup>th</sup> to 25<sup>th</sup> January 2014.

Questions: Insurance/medical cover: Will use the system of a mandatory supplementary local insurance policy. It works well for initial primary cover for emergency treatment.

Sugar cane field fires: is it possible to schedule the competition at a time when there will be no fires? No. The season is continuous, and sugar cane is the area's principal crop. No problems in years prior to SuperFinal.

Bid for 2015 Paragliding Accuracy World Championships in Puncak, West Java, Indonesia. Presentation by Yuhda Wahyu, Event Director. Dates: 9 to 17 August 2015. Entry fee approx USD250 male; USD200 female (depending on exchange rate).

Questions: Estimate that a round of 100+ competitors will take more than 3h, so 3 rounds/day is a long day!

They have already run a competition with 100 pilots, 3 rounds per day is feasible. Also in the proposed schedule, they have 4 competition days, reserve day and rest day. These could be used for competition days too.

Bid for 2015 Hang gliding Class 1 World Championships in Valle de Bravo, Mexico. Presentation by Miguel Gutierrez, Organiser & General Event Coordinator. Dates: 28 February to 13 March 2015. Entry fee is €485 approx (depending on exchange rate). Transport and retrieve included. Representatives from the Tourist Department, Local Region and organising team attended.

Questions: will they be able to avoid the PG during that time? Yes. It is too windy for PG at that time.

Pre-bid presentation for World HG & PG Aerobatics Championships, Annecy, France. Presented by Thomas Senec. Test event: 28 August to 5 September 2014. World Championship: 26 August to 6 September 2015. Entry fee will be €700 solo, €800 solo & synchro. Test event planned for this year.

Questions/comments: Test event dates look a little long. Could be shorter. Entry fees are high. Pilots not used to paying this much.

### **30. Award of the 2015 championships**

2015 FAI World PG Championships, Rodanillo, Colombia.

Vote: Passed with no votes against.

2015 FAI World PG Accuracy, Pucak, Indonesia

Vote: Passed with no votes against.

2015 FAI World HG Class 1, Valle de Bravo, Mexico

Vote: Passed with no votes against.

### **31. Provisional budget**

Plenary was asked to give Bureau the opportunity to finalise the 2012 accounts and review the 2013 budgets in light of decisions made at this Plenary, and then it will be able to finalise the budgets for 2014.

Vote to allow Bureau to finalise accounts and budgets later. Proposed HB. Seconded IE.

Vote: passed with no votes against.

### **32. Modification of IRs and TOR**

See Annex 34-35 of the Plenary Agenda.

Main changes include: President and Bureau members appointed for 2 years; Subcommittees now Committees; some Subcommittees now replaced by Officers.

The Terms of Reference need further work.

ST: Why not have half the Bureau elected for 2 years each year – overlapping.

AG: This was discussed, but would be complicated at each Plenary and would not provide quite such good continuity. Some other commissions tried it and reverted to all members elected over same 2 year period.

DP: Looks like a much closer adherence to Parliamentary procedure, which is good.

Two slight modifications were made to the original IRs proposal. Start date not necessary as IRs are effective once voted. President and Chairs vote only "in the case of a tied vote, at his discretion".

SM proposed. KdK seconded.

Vote: passed with no votes against.

### **33. Nominations & elections**

**CIVL Bureau**

President:

Nomination: Agust Gudmundsson (ISL)  
Elected by acclamation.

Vice Presidents:

Accepted nominations:

Igor Erzen (SLO)

Goran Dimiskovski (MKE)

Zeljko Ovuka (SRB)

Stéphane Malbos (FRA)

Elected by acclamation.

Administrative Secretary:

Accepted Nomination: Jamie Shelden (USA)

Elected by acclamation.

Financial Secretary:

Accepted Nomination: Hamish Barker (AUS)

Elected by acclamation.

### **Committee Chairs**

Paragliding – Stéphane Malbos (FRA)

Hang gliding – Øyvind Ellefsen (NOR)

Paragliding Accuracy – Violeta Masteikeine (LIT)

Aerobatics – Claudio Cattaneo (SUI) & Dennis Pagen (USA)

All elected by acclamation.

Sporting Code, Records & Badges, and Safety now become Officers appointed by the Bureau.

## **34. Awards**

Pepe Lopes:

Late nomination from Australia on behalf of Conrad Loten (New Zealand).

The event for which he has been nominated occurred 24 December 2012, which was already too late for the 60 day deadline. At great risk to himself, Conrad Loten climbed down a cliff face to reach a fellow HG pilot, Roberto Nichele (SUI), who had crashed soon after take off. Emergency services had difficulties affecting a rescue. Loten, a qualified doctor, was able to administer first aid, and help him to be extracted and evacuated to hospital. He suffered severe head injuries, but it is hoped he will make a good recovery. The HGAF nominates Conrad Loten for the CIVL Pepe Lopes medal for outstanding contribution to sportsmanship.

The CIVL Bureau is requested to ask the FAI to accept this late nomination, if the Plenary agrees to the award.

Vote on if the medal will be awarded this year. Proposed AG. Seconded HB.

Vote passed with no votes against.

Vote on award to Conrad, subject to approval by FAI executive board. Proposed HB. Seconded IE.

Vote passed with no votes against.

FAI Gold Air Medal:

A provisional nomination has been submitted for Bill Moyes (see Annex 36 of Agenda package). If Felix Baumgartner (AUT) is nominated for his skydiving record, then the nomination for Bill Moyes should be withdrawn and re-submitted in 2014. Proposed SM. Seconded IE.

Vote: passed with no votes against.

## **35. Date and venue of the next Plenary meeting**

See Annex 38 of the Plenary Agenda.

A bid is received from Indonesia to host the next Plenary meeting in Bali, Indonesia. Proposed: Jayakarta Hotel with good meeting facilities and room prices about USD80. With many other cheaper hotels (USD20 to

60) in close proximity. Flights from Europe about €800. Hosting to include welcome/opening, gala dinner, flying tour day with possibility to rent gliders. Meals typically USD2-5. Nearest airport code DPS.

AG: We are an international organisation, and we should be supportive of the Asian countries wanting to develop their airports. We have the technology to follow meetings remotely. Important to meet the people.

EM: Hosting these meetings helps put the sport on the map of the Local/Govt authorities. More likely to invest in the sport.

Vote: Passed with 4 votes against.

Dates: Will be mid February. Bureau will discuss with organiser and publish the dates.

<b>36. Closing remarks of CIVL President</b>
--

We have been working hard for 4 days. History is in the making, with different groups coming together to try to solve significant problems. Much of the voting was largely unanimous, which shows accord. New Bureau will focus on ensuring the committees and working groups do work during the year. Another is to sort out the financial data, and to ensure CIVL continues to run as one of the healthiest FAI Commissions.



## **2013 CIVL PLENARY – ANNEX 1**

### **JOINT HANG GLIDING AND PARAGLIDING OPEN MEETING REPORT**

*AG welcomed delegates, SC members and observers.*

*Chairs: SM & OE.*

*SM: Explained that this is not strictly a SC meeting, but an open meeting to present and discuss the proposals that have been agreed by the SCs previously. If necessary, the SC members present will meet later to discuss any possible amendments or modifications to proposals. During the Plenary, delegates are free to push their own amendments.*

#### **1. Assessing all aspects of Category 1 events.**

---

The Hang Gliding and Paragliding Subcommittees should be allowed to assess all aspects of bids.

**Proposal:**

In S7a 2.3.5 and S7b 2.4.5 “safety” in the title and “with regard to safety” in the text should be removed so the appropriate subcommittee can assess all aspects of Cat 1 bids.

*Comments/Remarks: None*

*Proposal requires 2/3 majority vote to pass*

#### **2. Bidding procedures for Category 1 events.**

---

See Annex 14.

The aim is to give SCs more time to assess bids and get questions answered, or to allow bids to be improved, before the Plenary.

*Comments/Remarks: None*

*Proposal requires 2/3 majority vote to pass*

#### **3. Live tracking**

---

For safety purposes, live tracking should be mandatory from May 1<sup>st</sup>, 2014 in Category 1 events cross-country events and test events.

In 2013, live tracking is strongly recommended in these events.

**Proposal:**

Add a rule in S7a and S7b stating:

From May 1<sup>st</sup>, 2014, live tracking is mandatory in Category 1 events cross-country events and test events.

*Comments/Remarks:*

*It was noted that Live Tracking can, not only enhance safety, but is also a useful tool for promoting the sport to a wider public. The technology is fast moving, but is not yet efficient enough for scoring purposes.*

*It was agreed that there are some areas of the world where mobile phone signal coverage is not reliable enough for effective operation (some areas of USA and Australia, for example).*

*There is some concern among the HG community that mandating Live Tracking may deter some potential bidders either for location or cost reasons. Costs are estimated at around €4000 for a 10-12 day competition of 120-135 units, ie around 30€ per pilot.*

*FAI commented that there are other initiatives under discussion in other commissions. And it is an FAI aim to present our sports better. Live Tracking is an essential part of this. USA suggested an amendment whereby Cat 1 bidders can apply to be exempted from the mandatory rule. This would be discussed by the relevant SC with the bid.*

*The HG-SC and PG-SC agreed to amend the original proposal as follows:*

From May 1<sup>st</sup>, 2014, live tracking is mandatory in FAI Category 1 cross-country events and test events. Organisers may request an exemption at the time of bidding, which would be considered by the relevant subcommittee.

*A rule will be added in S7a (2.17.15) and S7b (2.18.14).  
Proposal requires 2/3 majority vote to pass*

#### **4. Allocation procedure**

---

For allocation purposes, to avoid confusion in communication and in NACs estimations of the number of pilots they can send, local regulations should give indications of the approximate expected number of pilot per team.

**Proposal:**

To add at the end of S7a 3.2.2. and S7b 3.2.1.

The Local Regulations will state how many pilots per team are approximately expected.

*Comments/Remarks: None*

*The proposal requires a 2/3 majority vote to pass*

#### **5. Minimum age**

---

Although considered by the Paragliding Accuracy Subcommittee, the Hang Gliding and Paragliding Subcommittees think that creating a "youth" class or imposing a minimum age in XC Category 1 event is irrelevant.

*Comments/Remarks:*

*RH: Some commissions/disciplines have a minimum age to be able to fly, which is younger than the minimum age to hold a licence.*

*AG: Don't need a rule for a minimum age. If a pilot has a licence and the relevant competition then s/he can enter a Category 1 event.*

*No change to any document. No vote required.*

#### **6. Asia-Oceania championships**

---

The Hang Gliding and Paragliding Subcommittees support the definition of a new Continental region in Category 1 events, "Asia-Oceania", to include Australia, New Zealand and Pacific islands.

If the Plenary agrees, the FAI CASI President will be asked to give his approval.

No change in Section 7 needed.

*Comments/Remarks:*

*This was regarded as a positive step towards encouraging more Asia-Pacific championships, with higher attendance.*

*The proposal requires a simple majority vote to pass*

#### **7. Software**

---

The Plenary has to decide whether to keep GAP as it is – a single entity –, or to create a "GAP hang gliding" and a "GAP paragliding" scoring rules.  
The name "GAP" might be changed, at least in GAP PG 201x and GAP HG 201x, or in CIVL PG 201x and HG 201x scoring rules.

The Hang Gliding and Paragliding Subcommittees support the creation of 2 GAP, with names GAP PG 201x and GAP HG 201x.

*The proposal requires a 2/3 majority vote to pass.*

*Comments/Remarks:*

*Attendees were reassured that there would be no adverse effects from this proposal or for any other proposal.*

*It was agreed to publish a document that will help Officials and meet organizers to understand how nominal parameters are set in Category 1 events, together with the scores, to give the background that could help others including organizers of Category 2 events. This document could be included in the new Organiser Guidelines document (in progress).*

*AG outlined the general philosophy behind SW proposals in annex 24b, to be discussed mainly in the Software Working Group meeting.*

i) Speed rank used to calculate time validity.

ii) Stopped task general procedure.

iii) Stopped task validity.

*Scoring stopped tasks needed some clarification, particularly with respect to stopped task validity. This is a classic difference between HG and PG. Trying to get information from PWCA scorer on how it is implemented for PWCs in order to better align the scoring programmes. More detail in SW WG meeting.*

iv) Distance point.

v) Nominal launch.

vi) No pilot in goal.

vii) Arrival points.

*Also changes proposed in devaluation formulas for nominal launch & no pilot in goal. Arrival points: option to give altitude bonus to encourage pilots to arrive high.*

viii) Leading points.

*Leading points: proposal to improve how these are distributed.*

ix) Parameters to be set by organizers.

*Parameter settings: Some technical parameters (different from nominal parameters) can be pre-set automatically for Cat 1s. Clarification.*

x) GPS distance measurements.

xi) GPS altitude measurements.

*GPS distance: need to look more closely at how to adjust for error. FAI/CASI has decided to go with the WGS84 ellipsoid.*

*HB: Altitude bonus: GPS error in height/altitude will affect this feature.*

*It was noted that this requires attention to avoid protests, and may mean specifying which type of instrument can or cannot be used for scoring purposes. Even the same model instruments may show differences. To be addressed by the Software Working Group.*

*General comments:*

*It was agreed that there should be some formalisation of how new features and software releases are tested, such as simulations run against previous championship results. Proposed new features should also be supported by simulations to prove their inherent feasibility, prior to voting.*

*It was agreed that new features and software releases agreed at the Plenary should only be scheduled for introduction in a Cat 1 championship the following calendar year, and they should be thoroughly tested in Cat 2 competitions in the interim.*

## Attendance List

Gudmundsson	Agust		AG
Barker	Hamish	Australia	HB
HAN	Zhaofang	China	HZ
Askirk	Niels Jørgen	Denmark	NJA
Torkelsen	Scott	Denmark	ST
Caux	Raymond	France	RC
Malbos	Stephane	France	SM
Mathurin	Didier	France	DM
Dimiskovski	Goran	FYR Macedonia	GD
Buntz	Harald	Germany	HBu
Guitierrez	Juan Manuel	Guatemala	JMG
Toralla	Guillermo	Guatemala	GT
Untung Setiawan	Andika	Indonesia	AM
Wahyu	Yudha	Indonesia	YW
Oka	Yoshiki	Japan	YO
Hussin	Gimas	Malaysia	GH
Haznain	Ngamil	Malaysia	NH
de Keijzer	Koos	Netherlands	KdK
Ellefsen	Oyvind	Norway	OE
Nygard	Knut Kåstad	Norway	KKN
Jaxa-Rozen	Jedrzej	Poland	JJR
Jondzic	Ugljesa	Serbia	UJ
Ovuka	Zeljko	Serbia	ZO
Erzen	Igor	Slovenia	IE
Scheel	Martin	Switzerland	MS
Urs	Dubach	Switzerland	UD
Harris	Brian		HB
Calvo	Burns	United Kingdom	CB
Labrador	Lorenzo	United Kingdom	LL
Joselyn	Louise		LJ
Pagan	Dennis	USA	DP
Shelden	Jamie	USA	JS



## **CIVL 2013 PLENARY – ANNEX 2 HANG GLIDING OPEN MEETING REPORT**

*Chair: OE*

*Session 1 Thursday 15:30-17:00 – Session 2 Friday 13:30 – 17:30*

### **1. Fairness in Category 1 events. How to address the issue of pilots flying with modified gliders. How to enforce prototype rules.**

---

#### **Discussion:**

Manufacturers represented in Forbes were positive to keep prototypes out of Cat 1's, but CIVL should promote to have Cat2's open for manufacturer pilots to fly protos so we do not stifle development even further.

Work on getting general measurements for certified gliders so the information can be used for stewards and possibly meet officials to check against gliders that are claimed to be protested.

Also need to figure out penalties for violation of certified glider rule, first need to work out the technical end of finding violations.

CIVL will never be able to check all details of all gliders due to cost and access to competent personell. Must start softly and step up in a similar way to sprogs. Propose a method where pilot witnesses and agrees to measures before any action is taken.

We will need to find local support for the Steward in case of disputes, maybe local NAC's can support with engineers already used to check aircraft as part of maintenance/yearly certifications/checks.

#### **Actions:**

- DP, JS, LL will work on getting a set of parameters to measure and procedures on how to do this.
- KT will work out a legal solution to allow prototypes in Cat 2 comps in Germany.
- OE to further seek cooperation from manufacturers and HGMA to keep all interested parties in the loop.

### **2. Sprog report**

---

Positive feedback after Forbes, no complaints. Devices distributed to all teams (except USA), training of team leaders and pilots was successful.

Manufacturers willing to support information in glider manuals on how to measure angles in a CIVL compatible way.

#### **Actions:**

- DP: Penalties: there were no penalties, primarily because there is a mistake in S7a. When we did the work on cables, ballast etc, There has been some confusion. DP to provide references. S7a 12.7.2 to 12.3.4. The penalty paragraph under Ballast should be under 12.3.4 (structural limits) – housekeeping point only.

- KT will look into a workaround how to allow prototypes in Cat 2 comps in Germany, believes it to be possible.
- OE: Get the sprog data published on website, with glider release forms when available.

Proposal; S7a 12.7.2 to 12.3.4. The penalty paragraph under Ballast should be under 12.3.4 (structural limits)

### **3. Gliders allowed in Class 2 championships.**

---

The Aerochopteryx glider is now proven to be foot launch and landable in nil wind, the manufacturer has posted video evidence online.

SC consensus to still allow class 5 gliders in class 2 for Annecy, but to discuss with Class 2 pilots in Annecy and get their input after comp.

#### **Actions:**

- OE inform manufacturer of Aerochopteryx.

### **4. Potential events in Air Games: should speed gliding and aerobatics be removed?**

---

SC majority agree to not change anything but watch for future developments or lack of such.

### **5. Software adjustments (Annex 24).**

---

Await input from SW SC, but we do support HG and PG to be separately dealt with as scoring options goes to reduce confusion among scorers and pilots.

### **6. Recommendation n°5 of the Competition Structure Working Group (Annex 20)**

---

Discussion of sport class pilot definitions and qualification requirements, which were inadvertently left out of Section after Mexico meeting. Need to come up with qualification requirements – general consensus is that any pilot that has flown in a Cat 1 in the open class would not be allowed, unless that pilot was flying a kingposted glider. For now, speak with Annecy organizers and make sure they were counting on top pilots in the sport class. If not, then we require limitations in local regulations and make proposal to include sport pilot definitions and qualification requirements in Section 7 next plenary.

#### **Actions:**

- RC to get updated feedback from organizer.

### **7. Input to S7A, 2.29.2, clarify penalties for Airspace infringements**

---

Clearly a need to clarify this, issue rose up again in Forbes, proposal from WG to S7A:

2.29.2 - The penalty for violation of published airspace restrictions shall be a warning for the first infringement of less than 100m by a pilot. For infringements greater than this or for subsequent infringements the pilot shall score zero for the day. A second infringement of less than 100m on the same flight, occurring more than 20 minutes after the first infringement, shall be considered as a second offence and result in a zero score. An infringement of less than 100m that lasts for more than 20 minutes duration shall be considered as two offences and incur a zero score. Pilots who have previously been penalised with zero for the day shall still be on a warning for future days. For infringements of special airspace boundaries that have been specified in the Local Regulations or during the task briefing the penalty shall be specified in the Local Regulations.

## **8. Review of last Cat1, safety and rules. (Helmets, harness, certification)**

---

Discussion on the difficulties of deciding when to stop a task. Talked about safety ratings 1-2-3 – something good to include at mandatory safety briefing for Cat 1s.

Also discussed wind speed limits at Forbes and the possibility of having a portable weather station system with a visible display so that pilots can see for themselves, throughout the launch period, the strength of the wind.

Need to revisit the helmet task force (Invite Scott Barrett, Gerolf, Atilla and Gordon) to make a recommendation as to what other helmets standards should be accepted in addition to EN966) Propose to modify S7A so it's possible to include any positive results from task force.

Concern about culture that isn't focused on safety – so much belief at Forbes that tasks were unsafe, yet everyone was flying and not many were trying to put a stop to it.

### **Actions:**

- SB – Coordinate helmet task force, review results from last task force. Might need to consult with outside experts.
- RC – Describe and promote the 1-2-3 system at Annecy.

Propose amendment to S7A;

12.6.3 All pilots competing in 1st Category events must wear a helmet certified to EN966 (HPG) or standards approved by CIVL as better than EN966 at all times whilst flying.

## **9. Gordon Rigg as technical member of the SC**

---

Majority agree to have Gordon Rigg as new member.

### **Actions:**

- OE to introduce Gordon to guidelines for SC members.

## **10. Workflow in the SC**

---

Will be setting up system in Basecamp for use by SC for use during the year and will have Skype meetings every other month. First meeting 17. March, at 22:00 CET.

### **Actions:**

- SC is to get its collective ass in front of Skype as agreed during the year.

## **11. Livetracking**

---

From the combined meeting it was proposed that livetracking should be mandatory. Further discussions agree that the HG SC does not support this proposal for HG.

Proposal;  
SC propose to not include mandatory livetracking in S7A.

## **12 Other issues discussed:**

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- Making direct connections standard for Cat 1
- Reviewed Mexican bid for HG Worlds – approved

Askirk	Niels Jørgen	Denmark	NJA
Caux	Raymond	France	RC
Tänzler	Klaus	Germany	KT
Guitierrez	Juan Manuel	Guatemala	JMG
Toralla	Guillermo	Guatemala	GT
Gutiérrez	Miguel	Mexico	MG
de Keijzer	Koos	Netherlands	KdK
Ellefsen	Oyvind	Norway	OE
Koller	Thomas	Switzerland	TK
Harris	Brian	Competition Coordinator	BH
Labrador	Lorenzo	United Kingdom	LL
Joselyn	Louise	Minutes Writer	LJ
Pagen	Dennis	USA	DP
Shelden	Jamie	USA	JS



## **2013 CIVL PLENARY – ANNEX 3**

### **PARAGLIDING OPEN MEETING REPORT**

*SM: Welcome to invited participants and specially, Luc Armant, representing PMA, David Dagault, member of Competition Structures WG and Alain Zoller, test pilot for Air Turquoise. This is an open meeting, not a SC meeting. It is for discussion and information. The SC may meet later in order to agree any amendments that are suggested.*

#### **1. Creation of a new Competition Class**

---

The new Competition Class Regulation (Annex 19a and b) is based on PMA recommendations (Annex 19c). A historical background is provided (Annex 19d).

##### *Discussion:*

*Extensive discussion introduced by speeches by SM, KT, LA, DD and AZ, before the floor was given to other participants.*

*Proposals stays as they are in Annex 19a and b, with the following amendments from the PG-SC:*

##### **Amendement 1**

##### **PG –SC proposals (Annex 19a)**

In S7b, 12.1.2 is removed from the proposal.

##### **Amendement 2**

##### **Competition Class Regulation (Annex 19b)**

*Is added:*

##### **1.4 Test Flights**

A video (not to be made public without the manufacturer's permission) is to be produced and made available to CIVL. The following manoeuvres must be demonstrated. The reaction of the glider must be within EN-D-norm, but pilot input is allowed.

- Steeply banked turn (spiral dive).
- Symmetric front collapse.
- Exiting deep stall (parachutal stall).
- Recovery from a developed full stall.
- Asymmetric collapse (not like EN-D: Only 50% of the trailing edge / 45°)
- Change of course after collapse.
- Quick height descent possibility in straight flight.

##### **Amendement 3**

##### **PG-SC addition to its recommendations (Annex 19a)**

- CIVL will set up a working group in order to develop and implement through EN WG6, a new EN class standard that merges the PG SC technical limitations with new and appropriate test procedures to create a new competition paraglider class.
- To bring stability to the sport, no modification to S7b 12.1 and 12.1.1 will be done until the 2015 CIVL Plenary.

*Proposal requires 2/3 majority vote to pass*

## **2. End of Speed Section.**

---

*This point has been debated in other discussions and deferred to the Software Working Group.*

*After discussion in the Software Working Group, the proposal remains as it is.*

### **Proposal:**

S7b is modified as follow.

#### **1.6.13.10 Finish altitude**

The altitude at which the glider crosses the finish line or enters the finish sector or cylinder respectively.

#### **2.28.6 Goal altitude time bonus**

In order to avoid pilots flying at dangerously high speeds in the final glide and instead encourage pilots to arrive higher at goal (for safety), a time bonus will be awarded to pilots, based on the altitude above the task-defined goal altitude at the point where they cross the goal line (if a line is used) or enter the goal cylinder or sector (if these are used). The time bonus will be the number of seconds to be subtracted from the pilot's time. The number of seconds to be subtracted shall be calculated equal to 0.45seconds per meter of altitude above the defined goal altitude.

This will be implemented in Category 1 events from May 1st, 2013 unless, in the judgment of the Meet Director, technical issues are present which make it impossible to implement in a fair way.

This will be implemented without restriction in Category 1 events from January 1st, 2014.

The default altitude reference and earth model will be defined in the Local Regulations.

*Proposal requires 2/3 majority vote to pass*

## **3. Second reserve**

---

The Paragliding Subcommittee supports the Bureau decision to make the use of a second reserve parachute mandatory, starting May the 1st, 2014 ([Annex 19e](#)).

### **Comments/Remarks:**

*Discussions centred around difficulties of deploying reserves and testing deployability and whether it will truly improve safety.*

*SM: The SC discuss ed this before, does not want to change its proposal.*

*Proposal requires 2/3 majority vote to pass*

*A correction (not an amendment) is needed in this proposal: either iso both.*

From May 1st, 2014, all pilots must carry this reserve parachute plus one more. The latter must be deployable with the opposite hand compared to the main reserve or, even better, with ~~both~~ either hand.

## **4. Pilot Experience Declaration form**

---

### **Proposal:**

- S7 Annex A to chapter 7 is modified as follow (see [Annex 19f](#)).

*Proposal requires 2/3 majority vote to pass*

## **Recommendation:**

The Paragliding Subcommittee, in liaison with the Safety Subcommittee and the Training Officer, will study the implementation of a new "Competition" level in the ParaPro program (stage 6). The description of this new level will be ready for the 2014 CIVL Plenary. It will be then proposed to make it mandatory for 2015 through the IPPI Card scheme, or its equivalent for countries that do not recognize the IPPI Card.

### *Comments/Remarks:*

*It is reminded that in 2013 and 2014 only the filling and signing of the Pilot Experience Declaration by the pilot is mandatory, and that it is not used for qualification purpose. Some major work needs to be done to extend IPPI to cover tandem, towing etc, but for now concentrating on Competition pilots. A specific working group could be implemented.*

*The PG-SC agreed to amend the original proposal as follows:*

To be added at the end:

... through the IPPI Card scheme, or its equivalent for countries that do not recognize the IPPI Card, or any other relevant scheme.

*Recommendation requires simple majority vote to pass*

## **5. Photo / Signature requirements**

---

All paragliders being EN certified, the photo/signature requirements are considered as unnecessary.

### **Proposal:**

Section 7b 12.1.1.4 is removed. Following article is renumbered accordingly.

### *Comments/Remarks:*

*There was significant opposition to this proposal.*

*Removing this rule, removes the requirement, which was originally part of a package of actions to improve safety. No obvious cheating was witnessed. Suggested amendment to proposal to register the serial number only.*

*PG SC confirmed that the aim of the proposal is to reduce bureaucracy, not to lower the need for safety. The PG SC will leave its proposal as it is.*

*Proposal requires 2/3 majority vote to pass*

## **6. Assisting injured pilot**

---

Section 7b 5.4.1 should be rewritten (in line with S7a for hang gliders) to reflect that a pilot can help an injured pilot without landing (for instance, circling over him until the rescue team arrives).

### **Proposal:**

S7b 5.4.1. is modified as follow:

Assisting a pilot in danger – A competitor who lands or limits his flight specifically to help an injured pilot must not be disadvantaged by this action... (the rest without change)

### *Comments/remarks:*

*No disagreement.*

*Proposal requires 2/3 majority vote to pass*

## 7. Software adjustments

---

- i) Speed rank used to calculate time validity.
- ii) Stopped task general procedure.
- iii) Stopped task validity.
- iv) Distance point.
- v) Nominal launch.
- vi) No pilot in goal.
- vii) Arrival points.
- viii) Leading points.
- ix) Parameters to be set by organizers.
- x) GPS distance measurements.
- xi) GPS altitude measurements.

*Comments/Remarks: None*

*These items to be discussed in the Software Working Group meeting.*

## 8. Recommendations n°1 to 4 of the Competition Structure Working Group (Annex 20).

---

*SM: Explained the outline brief and working progress of the WG. There was much discussion in the group, but overall conclusions were that none of these proposals are recommended at this time.*

*Comments/Remarks:*

*UD: Once the glider issue is sorted, we should come back to these issues to promote more interest in competitions. More championships and task styles could be good.*

*SM: It was a worthwhile effort, and we can do review it again later.*

*AG: We are also looking at other ways to promote our competitions to the public and the flying community. Live Tracking is an obvious step. We will be working with FAME to encourage media/spectator friendly events.*

*Recommendations requires simple majority vote to pass*

## 9. Review of the 14<sup>th</sup> FAI PG World bid from Colombia (Annex 32).

---

The Paragliding Subcommittee (PG-SC) is in favour of the AirNomads / Federacion Colombiana Deportes Aeros' bid for the 14th FAI Paragliding World Championships in Roldanillo, Colombia.

The bid was studied extensively. Some PG-SC members were present during the recent PWCA final there. The PG-SC would like to comment on the following points :

- Insurance: the additional insurance should be mandatory and if possible included in the entry fee. What it covers and for how long should be stated explicitly.
- Cloud flying: it could be a serious issue especially in the start cylinder and could probably not be dealt with using standard measures. Options like maximum height or presence of Air Marshals will have to be studied and possibly included in the local regulations.
- Fire flying: it will have to be dealt with in the local regulations and/or organizational planning with effective measures.
- Pilots should be made aware that the take off in nil-wind conditions is not easy and that they should be ready for it. The local regulations' pilot qualification requirements should take this into consideration.

*Comments/Remarks:*

*Cloud-flying, fire flying and take-off conditions were discussed. Appropriate questions can be asked to the organizers during the presentation.*

*No vote needed on this recommendation*

## 10 – Review of Bulgaria’s proposals (Annex 29).

---

*Bulgaria Delegate not present.*

*SM: Proposal has been taken into account by the SC, and as these issues will be seen to be covered by the PG SC proposal, it is likely to be withdrawn.*

## 11 – Review of Portugal’s proposal (Annex 30).

---

*Portugal Delegate not present.*

*Proposal covers CIVL contribution towards WG6 costs to develop an EN standard. Bureau is against this, unless the WG6 is working towards what CIVL wants and it has some degree of control.*

The PG SC recommends that CIVL be open to financing any EN project only if the project is in line with CIVL policy and if CIVL is part of it.

It is not the case today, so the PG SC recommends that the proposal be rejected.

*Portugal proposal requires simple majority vote to pass*

Gudmundsson	Agust	CIVL President	AG
Barker	Hamish	Australia	HB
Daniel	Dimov	Bulgaria	Ddi
HAN	Zhaofang	China	HZ
Mai	Elsa	Chinese Taipei	EM
Askirk	Niels Jørgen	Denmark	NJA
Torkelsen	Scott	Denmark	ST
Konecny	Kamil	Czech Rep	KK
Caux	Raymond	France	RC
Malbos	Stephane	France	SM
Mathurin	Didier	France	DM
Dimiskovski	Goran	FYR Macedonia	GD
Buntz	Harald	Germany	HBu
Tänzler	Klaus	Germany	KT
Gutierrez	Juan Manuel	Guatemala	JMG
Toralla	Guillermo	Guatemala	GT
Untung Setiawan	Andika	Indonesia	AM
Wahyu	Yudha	Indonesia	YW
Oka	Yoshiki	Japan	YO
Hussin	Gimas	Malaysia	GH
Gutiérrez	Miguel	Mexico	MG
Freudenthal Castro	Karel	Mexico	FCK
Ruiz Pascual	Manuel	Mexico	RP
Haznain	Ngamil	Malaysia	NH
de Keijzer	Koos	Netherlands	KdK
Ellefsen	Oyvind	Norway	OE
Nygard	Knut Kåstad	Norway	KKN

Jaxa-Rozen	Jedrzej	Poland	JJR
Fernandes	António	Portugal	AF
Jondzic	Ugljesa	Serbia	UJ
Ovuka	Zeljko	Serbia	ZO
Erzen	Igor	Slovenia	IE
Scheel	Martin	Switzerland	MS
Urs	Dubach	Switzerland	UD
Harris	Brian	CIVL Comp Coordinator	HB
Calvo	Burns	United Kingdom	CB
Labrador	Lorenzo	United Kingdom	LL
Joselyn	Louise	CIVL note taker	LJ
Shelden	Jamie	USA	JS
Pagan	Dennis	USA	DP
Armant	Luc	PMA	LA
Dagault	Dav	PMA	DD
Zoller	Alain	Paratest	AZ



<p style="text-align: center;"><b>CIVL 2013 PLENARY – ANNEX 4</b> <b>REVISED WORDING FOR END OF SPEED SECTION</b></p>
---

*Revised wording to proposal published in Annex 19 of 2013 Plenary Agenda.*

**1.6.13.10 Finish altitude**

The altitude at which the glider crosses the finish line or enters the finish sector or cylinder respectively.

**2.28.6 Goal altitude time bonus**

A time bonus will be awarded to pilots, based on the altitude at the point where they reach the end of speed section, relative to the task-defined goal altitude.

The time bonus will be a number of seconds to be subtracted from the pilot's time. The number of seconds to be subtracted shall be calculated equal to  $Z$  seconds per meter of altitude above the defined goal altitude, where  $Z$  is 0.45 seconds per meter, or as defined in the local regulations.

This will be implemented in Category 1 events from January 1st, 2014 unless, in the judgment of the Meet Director, technical issues are present which make it impossible to implement in a fair way.

The time bonus may also be turned off when the task is set in case conditions are such that it is undesirable to have pilots high at goal for safety reasons. If this is the case it must be clearly stated on the task board.

The default altitude reference and earth model will be defined in the Local Regulations.



## **CIVL 2013 PLENARY – ANNEX 5**

### **PARAGLIDING ACCURACY OPEN MEETING REPORT**

#### **1. Review of bid from Indonesia for 2015 World Championships**

This was reviewed by the SC and some minor amendments suggested, which will be included in the presentation from Indonesia. The SC was unanimous in its recommendation to support this bid.

#### **2. Review of progress of 2014 Asian Continental Championships, Malaysia**

The SC spoke with the new organisers for this Championship. The entry fee and what it included was clarified and the fact that there is an alternate launch point using the same landing area. The proposed dates for the test event are 10<sup>th</sup> – 14<sup>th</sup> September 2013 and apparently there is not much difference in the weather conditions between September and March when the Championship will be (12-19<sup>th</sup> 2014).

The SC is happy with the answers it received and recommends that the revised bid is accepted, subject to the correct paperwork being completed.

#### **3. Planning for 2013 World Championships, Bosnia : Local Regulations, Officials etc**

The subcommittee discussed with the organiser some safety issues which arose last year. The two main concerns have been addressed in that the reserve launch and landing area which were used for the test event will NOT be used for the World Championships. The second is that we will stand down during the most thermic part of the day. An Event judge needs to be appointed and some suggestions were Ivaylo from Bulgaria, Juozas Kaunas from LIT or Tone Svolsjak from Slovenia.

After the Europeans in FYR Macedonia the organisers said that having a list of harnesses and helmets from the pilots would have made the safety checks so much easier. The proposal is that teams have to register the pilots' equipment when they complete the registration form to give the organisers and steward a chance to check for any potential problems before the competition.

#### **4. Progress report on World Games, pilot selection, officials, organisation**

Louise gave us an update on the World Games, pilot selection and organisation. She asked for the SC's opinion on how the wild cards should be selected and we came to an agreement.

#### **5. Cocoon harnesses**

UJ reported that some new-to-accuracy pilots were using cocoon harnesses in Cat 2 competitions, and that there were some issues with them brushing the ground as pilots were landing. A discussion ensued on whether the rules need to be adjusted to treat this type of harness touch as speed bar/stirrup. It was agreed that for Cat 2 competitions in 2013, the Local Rules could accommodate a trial rule, and if necessary, the S7c rules could be adjusted next year. It was deemed unlikely that serious pilots competing in the Worlds in 2013 would use cocoon harnesses.

#### **6. Proposed Records**

There was a lot of discussion on this led by Igor Erzen, and eventually the SC backed the proposal in Annex 23 with a few minor adjustments.

#### **7. Subcommittee chair change**

I am pleased to announce that Violeta Masteikeine has agreed to stand for nomination as chair of the Paragliding Accuracy Subcommittee at this Plenary. She has some innovative new ideas, and I am looking forward to supporting her in this role.

### **Judging training seminars - 2012**

These were run in 2012 in Romania, Thailand and Malaysia in conjunction with the PGAWC competitions, and in Cali, Colombia in conjunction with the World Games Test Event.

### **Request for funding for judging seminars 2013**

It is proposed to run judging seminars in the following countries:

Vietnam & Philippines (€1500 each)

Portugal (€500)

Indonesia & Thailand (€500 – internal travel only)

To run these we would like to request a budget of 4,000 Euros

Nikki Bodill, 15 Feb 2013, Lausanne

### ***Attendance***

Han	Zhaofang	China
Konecny	Kamil	Czech Rep
Untung Setiawan	Andika	Indonesia
Wahyu	Yudha	Indonesia
Oka	Yoshiki	Japan
Hussin	Gimas	Malaysia
Freudenthal Castro	Karel	Mexico
Haznain	Ngamil	Malaysia
Jondzic	Ugljesa	Serbia
Ovuka	Zeljko	Serbia
Erzen	Igor	Slovenia
Joselyn	Louise	France
Bodill	Nikki	United Kingdom
Zenuni	Mirvad	Bosnia & Herzegovina



## CIVL 2013 PLENARY – ANNEX 6 RECORDS & BADGES OPEN MEETING REPORT

### 2 FAI PROFICIENCY BADGES

#### 2.2.1 Delta Bronze Badge

	O-1	O-2,5	O-4
Distance	<del>15</del> 30 km	<del>15</del> 30 km	30 km
Or Duration	1,5 hour	1,5 hour	1,5 hour
Or Gain of Height	500 m	500 m	500 m

#### 2.2.2 Delta Silver Badge

	O-1	O-2,5	O-4
Distance	<del>50</del> 100 km	<del>60</del> 100 km	<del>60</del> 100 km
and Duration	3 hours	3 hours	3 hours
and Gain of Height	1000 m	1000 m	1000 m

#### 2.2.3 Delta Gold Badge

	O-1	O-2,5	O-4
Distance	<del>100</del> 150 km	<del>125</del> 150 km	150 km
and Duration	5 hours	5 hours	5 hours
and Gain of Height	2000 m	2000 m	2000 m

#### 2.2.4 Delta Diamonds

There are three separate Delta Diamonds, which may be obtained independently from each other

	O-1	O-2,5	O-4
Diamond Open Course:	<del>150</del> 300 km	<del>200</del> 300 km	300 km.
Diamond Gain of Height	3000 m	3000 m	3000 m
Diamond Closed Course:	<del>150</del> 300 km	<del>200</del> 300 km	300 km.

#### 2.2.5 Eagle Bronze Badge

Distance	<del>15</del> 30 km
Or Duration	1,5 hour
Or Gain of Height	500 m

#### 2.2.6 Eagle Silver Badge

Distance	<del>30</del> 75 km
And Duration	3 hours
And Gain of Height	1000 m

#### 2.2.7 Eagle Gold Badge

Distance	<del>75</del> 125 km
And Duration	5 hours
And Gain of Height	2000 m

#### 2.2.8 Eagle Diamonds

There are three separate Eagle Diamonds, which may be obtained independently from each other:

Diamond Open Course	<del>125</del> 200 km
Diamond Gain of Height	3000 m
Diamond Closed Course	<del>125</del> 200 km

Comment: I think with new and better material, we should raise out standard and correct data which are in my opinion to modest.

## 3 WORLD, CONTINENTAL AND NATIONAL RECORDS

### 3.2 Permitted Records

#### 3.2.1 Types of Record

The following types of flight performance may be recognised as hang gliding and paragliding records:

- Straight distance
- Straight distance to a declared goal
- Declared out-and-return distance
- Free out-and-return distance
- Distance around a declared triangular course
- Free distance around a triangular course
- Free distance using up to 3 turn points
- Speed around triangular courses of 25, 50, 100, 150, and all multiples of 100 km
- Speed over out-and-return courses of 100 and all multiples of 100 km
- Gain of height
- **Accuracy landing (PG only): Number of consecutive valid rounds in FAI sanctioned competitions with a score of 0**
- **Accuracy landing (PG only): Number of consecutive valid rounds in FAI sanctioned competitions with a score of  $\leq 10$  cm with a sum in those rounds measured in cm.**

Comment: I have added two totally new types of records for the PG Accuracy.

#### 3.2.2 Minimum Increase in Flight Performance

##### 3.2.2.1 Distance flight

To be recognised as a new record all distance flights must exceed the previous record by a minimum of one kilometre, speed flights must better the previous record flight performance by 1% the gain of height record must show an improvement of 3% or a minimum of 100m. ~~In addition, free distance records must exceed the corresponding pre-declared record by one kilometre.~~

##### 3.2.2.1 Accuracy flights

**To be recognised as a new record all accuracy flights must exceed the previous record by a minimum of one round, or a minimum of one (1) cm.**

Comment: All new distance records already must exceed previous record by one kilometre. Read the first sentence in the same paragraph.

#### 3.2.4 Classes of Hang Glider

Refer to Rule ~~4.5~~ 1.4

Comment: It should state 1.4 instead of 1.5

### 3.3.3 Breaking records

Any record(s) may be broken on any flight for which the requirements are met, except that:

- On a speed flight over a triangular or out-and-return course only the record distance immediately less than the distance flown will count for a record (e.g. a flight of 207 km may break only the 200 km record).
- On completion of a flight to goal, it is permitted to continue on for straight Distance, the distance being measured from the Departure Point to ~~Landing~~ **the furthest point flown (1.5.12.)**

### 1.5.12 Finish of flight

#### 1.5.12.3 Finish point:

Either:

- The landing place
- The entry of an observation zone (or optionally a sector, if a flight data recorder is used instead of a GPS).
- For distance flights (1.5.5.1) the v, measured from the take off/departure point.

Comment: I think if you continue the flight it should be counted to the furthest point as stated in the 1.5.12. I think this is just anomaly and needs to be corrected.

### 3.3.2 Exceptions.

**3.5.2.2 In FAI Accuracy Sanctioned competition observer is not required for record and badge flights made during rounds, which contribute to the final scores, provided the organisers supply the necessary flight scoring documentation confirmed by a qualified Chief or Event Judge**

## 5.2 Measurement

### 5.2.6 Measurement of accuracy

For all records and for badge flights, accuracy shall be measured by electronic device according to S7C in FAI sanctioned competition (cat1. Or Cat 2) and accepted by the judge(s).

Comment: This should be added for accuracy WR.

## 4. TABLE OF CERTIFICATES AND PROOFS

**B&R with approval of bureau will prepare information required for proof of records after the plenary.**

Some other recommendations:

- In WXC Check if the flight meet requirements for a badge the pilot does **not** already have.
- If yes, the WXC website shows an blinking “badge icon” with the flight, or something else that attracts attention
- If possible we would like the icon resembles the relevant badge.
- If a “ mouse over” is possible, we would like the following text to be shown:  
“Congratulations, You have qualified for one or more parts of a ..(bronze, silver, gold, diamond) Badge!”

- Once all qualifications have been met, a message is shown that you have achieved all requirements for a particular badge.
- The pilot profile should be extended with the badges / records the pilot holds
- If the pilot profile of the pilot has an email address, WXC sends an email to the pilot with the following text:

Congratulations, You have qualified for a .....(bronze, silver, gold, diamond) flight!

Please inform your NAC about your achievement, because they can award you the FAI badge.

Did you know there are more badges and even diplomas to win? Look here for more information and we wish you good luck on your future flights (hyperlink to <http://www.fai.org/civil-our-sport/badges>)

- Records and badges data can be exported in Excel. So that NAC can use the data easily for handing out badges every year and honouring their hero's.
- We would also like to hand a new diploma to the pilots who achieve great during the year. We would like to call it a "xClub" (or something else, it doesn't matter). Only for the first time a pilot meets a criteria of certain "xClub" he would receive a diploma for his flight. We could create multiple clubs such as: "100xClub" for pilots who flew over 100 km, then 200xClub for pilots who flew over 200 km, etc. First time a pilot would make a flight that qualifies for certain "xClub" they would receive a diploma for it.



## CIVL- EN COMPETITION CLASS REQUIREMENTS

### 1) Lines

According to EN 926-1.

### 2) Loadtest

Shock and sustained loadtest according to EN 926-1.

### 3) In-flight tests

Only in-flight tests have to be performed. These flight tests have to be done according to EN-D standards, but at maximum weight only.

The official pilots from the test houses test-fly the glider, but with pilot's input after 1 second.

The tests have to be performed in a configuration flown normally at competitions (harness...).

### 4) Maximum speed

The maximum speed is 65km/h.

### 5) Aspect ratio

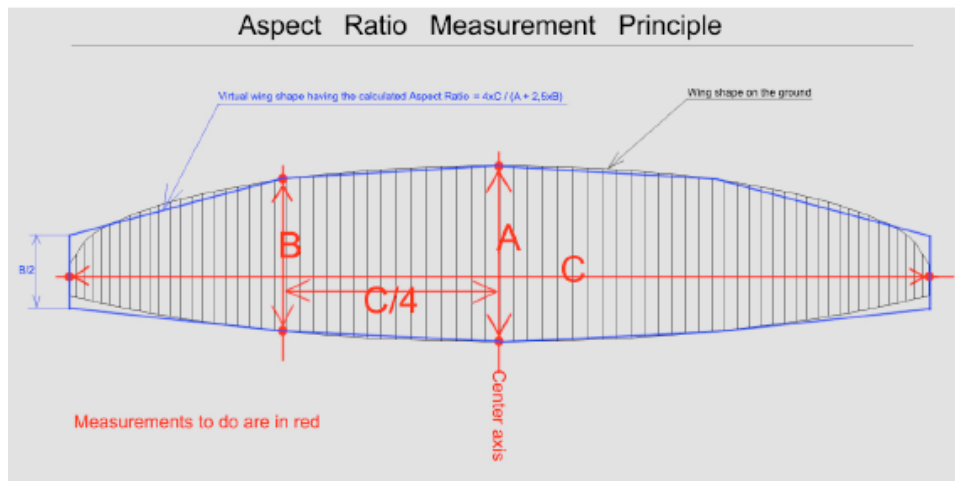
The maximum aspect ratio is 7.

The aspect ratio is determined according to the following formula and figure:

$$\text{Aspect Ratio} = \frac{4C}{A + 2\frac{1}{2}B}$$

where C is flat span measured from wingtip to wingtip, A is the centre chord as found when the wing is folded wingtip-towingtip to find the middle, and B is the chord at one quarter of the span, again found by folding the wing one more time.

No leading edge or trailing edge concave sections within the centre half of the wing are allowed. The wingtips are free to be designed at the manufacturer's discretion.



6) These characteristics and procedures will be revised every 2 years.

7) We expect the WG6 to officialise this new EN Class before 2015. CIVL will request to be a member of the WG6.