

*Fédération
Aéronautique
Internationale*



Minutes of the Annual Meeting of the FAI Hang Gliding & Paragliding Commission

Lausanne
on 2 and 3 February 2019

February 19, 2019

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FAI Hang Gliding & Paragliding Commission (CIVL)
Minutes of the Plenary Meeting, Lausanne
2 and 3 February 2019

*These minutes must be read in conjunction with the agenda, annexes and open meetings reports all published on our website. When it comes to plenary decisions that change Section 7, other reference documents, or CIVL policy, the concerned texts are **in red**.*

1- Opening of the meeting

The meeting was opened by the CIVL President Stéphane Malbos. He welcomed the delegates and observers and introduced Jean-Claude Weber (Executive Board, Finances Director and CIVL 'point of contact'), Susanne Schödel (Secretary General), Markus Haggenev (Sports Director) and Greg Pyzalka (Event Director).

Susanne Schödel also welcomed all the delegates.

Majority and voting procedures were explained by Markus Haggenev, who conducted the roll call.

Roll Call:

Countries: BRA, DEN, FIN, FRA, GBR, GER, IRI, ITA, JPN, KOS, MAK, NED, POL, POR, ROU, SRB, SLO, SUI, SWE, TPE, TUR, USA

Proxies: ALG to FRA, CRO to SLO, LAT to SWE, CAN to USA

Bureau Members

Stéphane Malbos (President), Igor Erzen, Goran Dimiskovski, Jamie Shelden and Zeljko Ovuka (Vice President), Andrew Cowley (Financial Secretary), Mitch Shipley (Secretary).

Committees Chairs:

Adrian Thomas (Paragliding), Jamie Shelden (Hang gliding), Riikka Vilkkuna (Paragliding Accuracy).

Excused: Claudio Cattaneo (Paragliding Aerobatics).

All votes were by a show of hands unless otherwise specified.

2- Declaration of Conflicts of Interest, according to FAI Code of Ethics (Annexe 2)

The following delegates declared potential conflict of interest:

- Yoshiki Oka: link to Ozone.
- Adrian Thomas and Michael Sigel: links to Gin.
- Cristiano Pereira: link to Flymaster
- Brazil, FYR Macedonia, France, Italy: presenting championship bids.

3- Additions to the Agenda (Annexe 3, updated during the plenary)

- World Air Games 2022 – Which discipline, which format (Annexe 12d and e)
- Proposal Bureau – Sanctioning Cat 2 in countries with no NAC (Annexe 23g)
- Proposal Bureau – Safety Director (Annexe 23h)
- Proposal Bureau – Protest deadlines – Provisional and Official results (Annexe 23i)
- Proposal Committee HG – Earth or Epsiloid (Annexe 24b)
- Leading points (Point 25).
- Proposal Committee PG Aerobatic – Projects and budget (Annexe 28a)
- Proposal Committee PG Aerobatic – Minimum number of pilots in Cat 2 (Annexe 28b)

- Proposal Software – Application and Event Management System – AMS & EMS (Annexe 30a and b)
- Time based scoring (Point 30)
- From Hungarian pilots – Records and Badges, various proposals (Annexe 33g)
- Award nomination from Slovenia – Pepe Lopes Medal (Annexe 36d).
- Possible bid from Turkey for the 2020 plenary (Point 37)

All additions to the agenda, voted and approved unanimously to be added to the agenda, were discussed at the appropriate time.

4- Approval of the minutes of the last Plenary meeting (Annexe 4)

Voted and approved unanimously.

5- Report of the FAI Secretary General (Annexe 5)

Susanne Schödel commented her PowerPoint presentation and answered questions from the delegates. Jean-Claude Weber introduced himself as a balloon pilot, organiser, former Commission President and point of contact for CIVL in the Executive Board.

6- Report of the CIVL President (Annexe 6)

Stéphane Malbos summed up his written report. We are not at a crossroad anymore: the last 2 years, we moved toward more service and professionalisation: hiring an administrator, buying live-trackers and accuracy target, working on new software. We have to keep working in this direction, invest heavily in events management software, help Aerobatic train new judges, send to each event the best CIVL people, help FAI restructuring so Commissions are involved in the decision process.

7- Bureau activity. Decisions that need the Plenary approval (Annexe 7)

Important items in Annexe 7a were underlined. The following decisions required Plenary approval:

- Made the following decision to clarify the rule on Cat 2 sanction fee refund in case of cancellation: if the event is cancelled at any time, the administrative costs are not returned. Section 7 to be modified. Also needs to specify the terms when the organiser shall inform that the event is cancelled.
- Some Second Category competitions are using electronic pads which may not be totally reliable. Some Cat 2 judges are neither approved by their NACs nor trained to an acceptable FAI standard for the purpose of ratifying records. Decision taken to suspend all Paragliding Accuracy record attempts until the issue is solved. A working group was created that worked out a proposal that shall be approved by the Bureau and the Plenary.
- Investigated the mess with Colombian Cat 2 applications. Decided to rank the competitions post factum and suspend the organiser, Bernardo Medina Sastre, for 5 years.
- For Cat 2 events that have different entry fees depending on the payment date, decided to set the sanction fee on the lowest fee. Section 7 to be adjusted.
- Decided to de-sanction PGAWC event taking place in Northern Cyprus instead of declared continental Turkey without consent of Cyprus NAC.
- Revised, approved and published the local regulations for PG XC Europeans in Portugal.
- Revised, approved and published the local regulations for the Europeans HG Class 1 and Worlds HG Class 5 in Macedonia.
- Revised, approved and published the local regulations for the European PG Accuracy in Slovenia
- Allowed Bosnia & Herzegovina pilots to compete at the Euro PG XC championship even though their application arrived after the 1st allocation was done because of the NAC's mistake.

- Decided to rank in the WPRS the Spring Meeting Friuli Venezia Giulia that took place 26–29 April, 2018 in Meduno, Italy, although it was not published on FAI calendar because of the NAC's mistake.
- In XC events, decided on applying GPS tolerance of 0.2% iso 0.05% as was voted at the Plenary. Need further discussion and final decision at the Plenary.
- Deep concern on the actions of the Mexican NAC that installs financial conditions to organise PG/HG Cat 2 events. Competition organisers requested the support of FAI. Decided to rank 3 specific competitions even if they will not be published on FAI calendar providing that Sanction fees are paid.
- Approved the World HG Class 1 Sport, Class 1 Women, Class 5, Class 2 Championships 2020 to take place Groveland, Florida and HG Class 1 Pan-American 2020 in Big Spring, Texas.
- Allowed to postpone a Category 2 event in Korea for 2 weeks due to a typhoon.
- Studied a bid for 2020 Asia PG Accuracy and transferred it to the PGA Committee. The bid was then accepted by the Bureau.
- Worked on, approved and published the Local regulations for FAI World PGA Championship in Serbia 2019.
- Discussed with FAI the Kosovo-Serbia political situation. Postponed the PG Accuracy World to September 8 to 18, 2019, i.s.o. May.
- Rejected a very late bid for a 2020 Pan-American PG XC in Ecuador, then agreed to open the bidding process again for the 2020 PG XC Pan-American and PG Aerobatic World.
- Worked on, approved and published the Local regulations for FAI World HG Championship in Italy 2019. Maximum number of pilots to be decided by the plenary.

All decisions voted and approved unanimously.

8- Report of the CIVL Treasurer (Annexe 8a, b and c)

Andrew Cowley reported on past and future years. We are spending more than we earn: a tendency to be addressed soon although our reserves are still plentiful. He also underlined that a few adjustments are still needed to have a definite report.

9- Approval of the 2018 accounts

Voted and approved unanimously.

10- Discharge of Bureau responsibility for decisions since last Plenary

Voted and approved unanimously.

11- Review of the 2018 Championships and Test Events

Championships (Annexe 11a)

- 3rd FAI Pan-American Paragliding Championships – Baixo Guandu, Brazil
- 8th FAI World Hang Gliding Class 5 Championships, 20th FAI European Hang Gliding Class 1 Championships – Krushevo, FYR Macedonia
- 15th FAI European Paragliding Championships – Montalegre, Portugal.
- 1st FAI Asian-Oceanic Paragliding Accuracy Championships – Saraburi, Thailand
- 6th FAI European Paragliding Accuracy Championships – Kobarid, Slovenia

Test Events for 2019 Championships (Annexe 11a)

- 22nd FAI World Hang Gliding Class 1 – Friuli-Venezia-Giulia, Italy
- 16th FAI World Paragliding – Krushevo, FYR Macedonia

- 10th FAI World Paragliding Accuracy – Vrsac, Serbia

The Italian complaint and protest at the European Paragliding XC last task were discussed. The rule was strictly implemented. It is obvious, though, that the rule could have been better. Bureau proposals have been added to the agenda to modify it.

Report from the Live Tracking Coordinator (Annexe 11b)
Verbal summary of the written report given by Elena Filonova.

12- Review of ‘special events’

- **2018 Asian Games**

Comments by Stephane Malbos.

It is now well-known that they were a nightmare from start to finish and neither safe nor fair. It is time to move forward and learn from the mistake made. The coming Olympic events are the World Games in the USA in 2021 and the Asian Games in China in 2022. CIVL disciplines are not concerned, so it leaves us a little time to breathe.

- **CIVL, FAI and the Olympics** (Annexe 12a and b)

Historical introduction by Stéphane Malbos. PowerPoint presentation by Susanne Schödel on the current situation.

- **Asian development and the PWC Asian Tour** (Annexe 12c)

Project detailed by Goran Dimiskovski.

The FAI, CIVL and PWCA have decided to join resources to develop paragliding cross-country competitions in Asia and facilitate Asian pilots’ access to FAI and PWCA rankings. This will give Asian pilots a better chance to compete in PWC and FAI events, including the Super Final, and World and Continental Championships. Developing high-level competition in Asia will support, at the same time, the Asian flying community by increasing the knowhow of organisers and the skills of pilots. It will bring new pilots into our sport and open Asian doors for the upcoming generations. It will finally reduce the differences between European and Asian pilots so equality between continents can be achieved.

The first step is to organise a seminar in Jingmen, China, next April, where competition organisers and NAC representatives are invited. Both administrative and technical parts of top-level competitions will be addressed by Stephane Malbos and Goran Dimiskovski.

The second step is to build a sustainable PWC Asian Tour, whose 2019 stages will take part in China and South Korea.

- **2022 FAI World Air Games**

Reports by Markus Haggene and Greg Pyzalka (Annexe 12e).

The 2020 WAG have been postponed to 2022. THK and FAI aim that all World Championships should take place in Turkey this year. All Commissions are now asked what they can deliver (format, funding, site...).

Stephane Malbos welcomed this approach. The issue was on the table of the pre-plenary open meetings and the reaction was positive. Still there are issues to be solved: which sites, which organisers, which local support? And especially, do we want World Championship titles or just World Air Games titles? And what do we do the Continental championships that are supposed to take part in 2022?

The plenary agreed to add the following proposal (Annexe 12d):

After communication from FAI on the new format of the World Air Games that will take part in different venues in Turkey in 2022, the CIVL Plenary agrees to organise the following events:

- 18th FAI World Paragliding Championships.
- 12th FAI World Paragliding Accuracy Championships
- 4th FAI World Paragliding Aerobatic Championships
- 3rd FAI World Air Games Hang Gliding Class 1 Championships.

No continental championships will take part that year with the exception of:

- Pan-American Hang Gliding
- Asian and Pan-American Paragliding (if appropriate and if bidders are found).

The CIVL Bureau is trusted to define with FAI the format and funding of the competitions.

Voted and approved unanimously.

13- Report from the Hang Gliding XC Committee (Annexe 13)

Verbal summary of the written report given by Jamie Shelden.

14- Report from the Paragliding XC Committee (Annexe 14)

Verbal report given by Adrian Thomas.

The competition scene appears healthy. At the 2018 Plenary, the main risk facing Paragliding XC was identified as the limited number of manufacturers producing competition wings. That issue seems to have been resolved through the careful tuning of the CCC 2018 regulations and the changes at PWC that allow manufacturers test pilots to test development wings in competition. There are now CCC wings from Gin, Ozone, Niviuk, UP, Advance, 777 and others. However, care needs to be taken and some issues have arisen with new entries into CCC, delivering gliders to testing organisations that have not been properly tested. At least one case failed to comply with load test requirements and failed under testing. Care is needed to titrate the CCC regulation so that entry to CCC for new manufacturers is not prohibitively costly, but at the same time (critically) safety is maintained. We need safe gliders, but we also need a vibrant multi-manufacturer competition scene. Careful nurturing is required.

15- Report from the Paragliding Accuracy Committee (Annexe 15)

Verbal summary of the written report given by Riikka Vilkuna.

16- Report from the Paragliding Aerobatic Committee. (Annexe 16)

Written report provided.

17- Report from the Safety Officers (Annexe 17)

Verbal summary of the written report given by Mitch Shipley.

18- Report from the Software Officers (Annexe 18)

Verbal summary of the written report given by Igor Erzen and Mitch Shipley.

Many thanks to John Stevenson, Daniel Dimov and Elena Filonova for their work on flight recorder specifications and contact with manufacturers.

19- Report from the Records & Badges Officer

Verbal report provided by Igor Erzen.

Not much has been going on through the year. The system works. I have been monitoring records and badges. Through the year, I have been approving a lot of diamond badges for XC. For accuracy, I still have problems getting the round results from the competitions; my recommendation is to publish results

will each round scores. The two propositions that arrived in December were more or less just clarification of already existing rules.

20- Report from the Competition Coordinator (Annexe 20)

Verbal summary of the written report given by Elena Filonova.

Additional statistics about Cat 2 events are given:

Continental participation percentage by revenue: 54% Europe, 24% Asia, 14% South America, 7% North America, 1% Africa.

Continental participation percentage by number of events: 60% Europe, 24% Asia, 12% South America, 4% North America, >1% Africa.

21- Report from the Jury & Steward Coordinator (Annexe 21)

Verbal summary of the written report given by Jamie Shelden.

22- Report from the Communication Officer (Annexe 22)

Verbal summary of the written report given by Elena Filonova.

23- Proposals from the CIVL Bureau

Protest deadlines (Annexe 23a)

S7A–7. Complaints and protests

7.1 Complaints

A complaint **should** be made to the Meet Director or his Deputy, preferably by the Team leader, in writing in English. It must be made within 4 hours of the publication of the provisional results **posted on the headquarters official board**. If provisional results are published after 22:00h, **the complaint deadline shall be no earlier than 11:00h the next day**.

For the last **two** competition tasks, complaints must be submitted **no later than 1 hour** after the publication of the provisional results **that are posted on the headquarters official board**.

Complaints will be dealt with expeditiously.

The Local Regulations **may** adjust the complaint deadlines.

Complaints **and rulings on complaints shall be** published on the headquarters official board.

7.2 Protests

If the complainant is not satisfied with **the Meet Director's response**, a protest may be made to the Meet Director or his Deputy, preferably by the Team leader, in writing in English, within 12 hours of the result of the complaint being published at the main headquarters. **The Meet Director will immediately pass the protest to the Jury President**.

For the last **two** competition tasks, protests must be submitted within 1 hour of the publication of the **ruling on the complaint**.

Protests and rulings on protests shall be published **on the headquarters official board**.

The Local Regulations **may** adjust the protest deadlines **specified above**.

The protest fee **is** defined in the Local Regulations. It **must** not be larger than \$50 US, or €50 for championships held on the European Continent. It will be returned if the protest is upheld.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

Allocation and defending champion (Annexe 23 b)

S7 Common – 2.5.2 Individual Entry

Add:

When an allocation procedure is in place to qualify pilots, the request to use such discretionary entry must be made before the start of the first allocation round.

Voted and approved unanimously.

Cat 2 Sanction fee in case of a refund (Annexe 23c)

S7 Common – 12.4 Sanction Fee

After:

The sanction fee is payable in euros and shall be a minimum of €50 to cover administrative costs.

Add:

In the case of a refund, the administrative costs are not refundable. If an event has different entry fees depending on the payment date, the sanction fee is set according to the lowest fee.

Voted and approved unanimously.

Screening Committee Chairperson (Annexe 23 d)

S7A 2.2.7 CIVL Screening Committee

A Screening Committee, including a Chairperson, is appointed by CIVL Bureau for each championship. It consists of three persons appointed by CIVL Bureau in agreement with the appropriate Committee Chairperson.

The Screening Committee shall:

- Review applications for exemptions.
- Request additional information if necessary.
- Make decisions with safety in mind.

The Chairperson conducts the screening, informs NACs, organisers and CIVL President.

Voted and approved unanimously.

Local regulation approval (Annexe 23e)

S7 Common 6.3. Local Regulations. Approval and publication

The Local Regulations shall be approved by CIVL Bureau and not subsequently changed, except under the conditions stated below. In the approval process for the Local Regulations, CIVL Bureau should involve the appropriate committee and the steward who will be working at the event...

Voted and approved unanimously.

Steward's nationality (Annexe 23f)

S7 Common 11.1.2. Appointment of stewards

Replace:

Unless specifically authorised by the CIVL Bureau, CIVL shall appoint one or more stewards in consultation with the event organiser according to the needs of the championship. Stewards shall be of different nationalities, and not that of the organiser. However, in the event of the last-minute absence of an appointed steward, a replacement of any nationality, and acceptable to the President of the Jury, may be appointed.

By:

Unless specifically authorised by the CIVL Bureau, CIVL shall appoint one steward in consultation with the event organiser.

Voted and approved unanimously.

Sanctioning Cat 2 in countries with no NAC (Annexe 23 g)

S7 Common – 12.2.1 NAC Authority

After:

If the event is to be held in the territory of another NAC, then the Competition Organiser must also obtain authorisation from that NAC. Written proof of this authorisation must be submitted to FAI/CIVL with the application form.

Add:

If the event is to be held in a territory with no NAC, then the Competition Organiser must inform the competent administration of the territory (Minister of Sport, Civil Aviation...). Written proof of the information sent must be submitted to FAI/CIVL with the application form.

Voted and approved unanimously.

Proposal Safety director (Annexe 23 h)

Section 7 Common 4.4. The Safety Director

The Competition Organiser shall appoint a Safety Director acceptable to the CIVL Bureau whose main responsibility is safety not less than six months before the event.

Voted and approved unanimously.

Proposal Provisional and official results publication, protest deadline (Annexe 23i)

Section 7A 5.5.3 Score Sheets

Scores shall be labelled 'Provisional' and 'Official' as appropriate, and marked with the date and time of issue.

Add:

If there are no complaints or unresolved protests or issues, the score sheets must be labelled 'Official' on a daily basis before the pilots' briefing. The results of all previous tasks must be labelled 'Official' before the pilots briefing on the last day of the competition.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

24 - Proposals from the Hang Gliding XC Committee

Ordered Launch (Annexe 24a)

The text on ordered launch is currently found in the local regulations template.

Add:

Pilots must be ready to launch and in their ordered position in the launch queue or will be placed at the back of the queue and will launch last in their launch line.

And move the whole text to Section 7A.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

Proposal HG Committee Earth model (Annexe 24 b)

S7A XC CIVL GAP 4.2 Distance

Replace current text by:

In general, task evaluation occurs in the x/y plain, therefore distance measurements are always exclusively horizontal measurements. Distances are calculated on the WGS84 ellipsoid.

Voted and approved unanimously.

25- Proposals from the Paragliding XC Committee

Maximum number of pilots (Annexe 25a)

The proposal was withdrawn.

Ballast (Annexe 25 b)

S7A 8.5.4 Ballast

Replace current text by:

Pilots must comply with the weight limitations set by the glider airworthiness standards. Weight can be measured at take-off or landing at the request of the organisers. Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

Voted and approved: 25 in favour, 1 against.

Leading Points

The 2017 Plenary decided on a change in Leading Weight for paragliding Category 1 competition. This was applied for the first time at the 15th FAI European Championships in Paragliding in Portugal in 2018. There it became apparent that the change has the opposite effect of what was intended: gaggles stayed together even more, and task results became very skewed, with the fastest pilot in some tasks not even making the top 20.

It was discussed going back to the pre-2017 plenary rule, *from:*

if Goal ratio > 0: $\text{LeadingWeight} = 1 - (\text{DistanceWeight} - /8) * 1.4 * 2$

To

if Goal ratio > 0: $\text{LeadingWeight} = 1 - (\text{DistanceWeight} - /8) * 1.4$

Stephane Malbos stated that the only 2019 Cat 1 event might not be concerned, as the CIVL Bureau will probably agree that the event will be scored with CompCheck and the PWC leading points.

The plenary took no decision on the issue.

26- Joint proposals from the Hang Gliding and Paragliding XC Committee

Approved Instruments (Annexe 26a)

S7A 4.1. GPS Flight Verification. General

A list of approved flight recorders which meet the requirements of the CIVL Flight Recorder Specification is **published** on the CIVL website.

Voted and approved unanimously.

Distance measurements and tolerances (Annexe 26 b)

S7A-XC CIVL GAP – 8.1.1 Reaching a turnpoint cylinder

For Cat 1, the tolerance is set to 0.1%.

For Cat 2, the maximum tolerance is 0.5%, to allow pilots to still use equipment that calculates distances on the FAI sphere.

*Amendments voted and approved unanimously.
Amended proposal voted and approved unanimously.*

Recommendation: to continue analysing actual turnpoint errors, and potential turnpoint errors at lower tolerances.

Minimum number of pilots (Annexe 26c)

S7A Common – 12.5.1.1. Validation. Minimum Numbers. XC Competition

Replace current text by:

The minimum number of competitors required to validate a 2nd Category event shall be no less than 2 pilots.

Voted and approved unanimously.

Safety Committee (Annexe 26 d)

S7 Common – 4.4.2.1. Safety Committee XC Competition

Add after the 1st paragraph:

Safety Committee should only include **pilots with experience appropriate to the flying site and conditions**, and should not be made up only of pilots expected to achieve high ranking in the competition, but **should include pilots of different rankings**.

Every Safety Committee pilot must be on radio.

*Amendments voted and approved unanimously.
Amended proposal voted and approved unanimously.*

Time points (Annexe 26e)

S7A-XC CIVL GAP – 11.2 Time points

Include:

The best time is defined as the time of the fastest pilot over the speed section who also reached the goal.

Voted and approved unanimously.

27- Proposals from the Paragliding Accuracy Committee

Ta and Pq WPRS parameters (Annexe 27a)

Ta value Success of competition

Current text:

Ta values for Paragliding Accuracy

1 task: 0.5 (task = round)

2 tasks: 0.8

3 tasks: 1.0

Replace by:

Number of rounds	Ta value
1	0.50
2	0.60
3	0.70
4	0.75
5	0.80
6	0.84

7	0.87
8	0.90
9	0.93
10	0.96
11	0.98
12	1.00

Pq value Pilot quality

Current text:

Pq_srp = "sum ranking points of the top 1/2 ranked participants"

Replace by:

Pq_srp = "sum ranking points of the top 1/2, max 30, ranked participants"

Voted and approved unanimously.

Various proposals integrated in Section 7 (Annexe 27 b)

Revision of Section 7C with multiple changes as per Annexe 27b V2.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

28- Proposals from the Paragliding Aerobatic Committee

Projects and budget (Annexe 28a)

To help achieve the objectives set out above, the aerobatic subcommittee requests the following financial support for 2019:

€8,000 for the judge training seminar.

€2,000 for the production of a judging tutorial video.

€1,200 for the further development of the Acropyx scoring software.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

Minimum number of pilots in Cat 2 (Annexe 28 b)

S7 Common 12.5.1.3 Aerobatic Competition

Replace current text by:

The minimum number of competitors required to validate a 2nd Category event shall be no less than 2 pilots.

Voted and approved unanimously.

29- Proposals from the Safety Officers

None received.

30- Proposals from the Software Officer (Annexe 30a and b)

Application Management System.

It is almost ready and will be tested in the weeks following the plenary. The cost is to be shared by FAI (50%), CIAM (25%) and CIVL (25%). The budget for CIVL is estimated at €7,200.

The plenary agrees with the Bureau decision to build it.

Voted and approved unanimously.

Event Management System

CIVL Bureau decided to support all the cost: it is the only way to make sure that the project will be tailored to our needs and progress swiftly. The budget is estimated at €60,000 and has been approved by the FAI Executive Board and is described in detail in Annexe 30b, as well as in several requirements documents used to precisely specify the capabilities of the system.

There were many detailed questions regarding the execution of such an expensive program. The significant points from that discussion included:

- The program is structured with increments of funding that are tied to milestones that have specific deliverables. If the deliverables are not met, future increments of funding are to be withheld and the program reviewed for viability or modification before proceeding.
- The EMS will be built in a priority sequential order that is controlled by the incremental funding and milestones. For example, the first priority and the foundation of the later additional capabilities, rests on building an accurate and functioning pilot database with no duplicates or identification errors as currently exists in the database.
- Mitch Shipley is the Program Officer responsible to the Bureau and the Plenary for the high level aspects of the effort (i.e. contract execution, approval of funding and milestones, review of schedule performance, etc.). Elena Filonova is the Chief Software Requirements Officer responsible for defining the specific requirements of the EMS and working with the contractors to realize those requirements in the software.

The plenary agrees on the current project.

Voted and approved unanimously.

Time Based Scoring

A presentation was done by Joerg Ewald during the pre-plenary open meetings.

The plenary agrees on testing TBS for scoring Cat 2 competitions in PG HG XC as it was done in the past year: the Bureau will allow it on a case-to-case basis.

Voted and approved unanimously.

33- Proposals from National Airport Control (NAC)

Portugal 1 – Differentiate launch type for PG and HG Record flights (Annexe 33a)

Section 7 D 3.2.1.1

Launch type distinction for 'Straight distance' and 'Straight distance to a declared goal'

- Foot launch
- Winch

The amended proposal required a 2/3 majority and failed with 17 in favour (18 needed).

Portugal 2 – Adding several reserve dates for Cat 2 events (Annexe 33a)

The proposal was withdrawn and replaced by a new proposal:

Section 7 12.2.3. Reserve Dates

Replace:

A Competition Organiser may specify a second set of dates, the reserve dates for the competition.

By:

A Competition Organiser may specify several sets of dates as reserve dates for the competition.

Amendments voted and approved unanimously.

Amended proposal voted and approved: 23 in favour, 3 against.

Brazil 1 – Records – Forbid flights after sunset (Annexe 33 b)

Section 7D Records:

Insert:

A flight timed from take-off to landing. Landing must be completed by twilight or sunset time, according to local air laws (night flying is prohibited).

Amendments voted and approved unanimously.

Amended proposal voted and approved: 25 in favour, 1 against.

Brazil 2 – Declared records – Intention must be declared before the flight (Annexe 33 b)

Section 7D 3.3.1 Advance notice

Insert:

Declared records shall be informed to the pilot's NAC prior to takeoff via email or other electronic means.

Amendments voted and approved unanimously.

Amended proposal voted and approved: 24 in favour, 2 against

Brazil 3 – Elapsed time Start and multiple Start gates (Annexe 33 b)

The proposal was withdrawn.

Brazil 4 – Race to goal and individual start gates (Annexe 33 b)

Section 7 Guidelines.

Insert for Cat 2 events:

In case there is a very slow takeoff due to wind strength/direction change, stable conditions or a similar weather difficulty the meet Director can adopt an Air Start Time announcement. The following details must be followed:

a) Air Start must be announced at the pilot's briefing;

b) Starts will be made at the hourly 15 minute intervals (i.e. 1:15 pm, 1:30 pm, 1:45 pm, etc.).

c) The meet director will announce the race start time via radio at least 15 minutes before the actual race start.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

USA – Class 2 Launch (Annexe 33c)

CIVL Bureau is tasked to find the correct place in Section 7 to insert this rule:

Class 2 gliders are allowed to launch from a slope by using one of the following options:

1. Foot launching per Section 7, 1.4.1.

2. Launching on wheels integral to the design and being propelled by the pilot's legs or by an official pusher.

3. Launching on a temporary wheel system known as a 'dolly' or 'launch cart' which remains on the ground after an official pusher accelerates the glider to flying speed.

Voted and approved unanimously.

Switzerland – Junior Class in paragliding (Annexe 33d)

The part of the proposal concerning championships is withdrawn.

Insert in Section 7 Common – WPRS:

Junior class shall be called Junior U-XX (for Under XX)

Junior rankings are calculated by aggregating the individual results of pilots of following ages:

—XC events: Junior U-25.

—Accuracy and Aerobatic events: Junior U-23.

The age is determined by the calendar year in which the pilot has his birthday.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

France 1–Top 3 WPRS Women and Allocation (Annexe 33e)

Section 7 Common 2.5.2

Replace:

Current World and Continental Champions, male and female, shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.

By:

Current World and Continental Champions, male and female, and for paragliding XC competitions the top 5 women in the WPRS ranking, shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.

Amendments voted and approved unanimously.

Amended proposal voted and approved unanimously.

France 2 – HG Class 2 auxiliary motor launch (Annexe 33e)

Section 7 Common 1.4.2 Wheels and other Launch Aids:

Add:

Class 2 hang gliders fitted with an electrical auxiliary motor may be permitted by the organisers of Second Category events, provided it shall be used solely for launching the hang glider, in order to reach the height and vicinity that an aerotow aircraft would typically release the pilot. Pilots must carry equipment that accurately verifies on the tracklog any usage of the motor.

Section 7 Common

Add:

14.4.4 Electrical Auxiliary motors

Auxiliary electrical motors are allowed only in Class 2 gliders, and where specified as acceptable in the local regulations.

Section 7A 4.1 Flight Verification

Add:

In Class 2 competitions, pilots flying with an electrical auxiliary motor must fly with a device that not only records a track log meeting CIVL requirements, but also verifies when a motor is in use.

Section 7A

Add and renumber the existing earlier sections:

8.2.5.6 Electrical Auxiliary motors (Class 2)

Where an electrical auxiliary motor is fitted to a Class 2 hang glider, the glider must either be certified in that configuration by the manufacturer, or must comply with 8.2.3 Uncertified Hang Gliders.

Voted and approved unanimously.

France 3 – SafePro tandem (Annexe 33e)

The proposal was withdrawn.

SafePro documents are guidelines that may be adjusted at any time without plenary approval. The CIVL Bureau is tasked to get lawyers' advice and reopen the working group for further discussion. Then it may implement SafePro tandem.

Estonia – PG Accuracy: various proposals (Annexe 33f)

Voted and failed unanimously.

Hungarian pilots – Records and Badges: various proposals (Annexe 33 g)

See the Annexe. Proposals are mostly reformulations and precision on already existing procedures.

Voted and approved unanimously.

34- Bids for 2021 Championships. (Annexe 34)

2021 – 23th FAI World Hang Gliding Class 1 Championships

- Krushevo, FYR Macedonia (Annexe 34a) – Presentation Ivan Lukanov and Vladimir Barakovski.

Approved by acclamation.

2021 – 17th FAI World Paragliding Championships

- Annecy-Chambéry-Passy, France (Annexe 34 b) — Presentation by Thomas Senac.

Approved by acclamation.

2021 – 11th FAI World Paragliding Accuracy Championships

- Prilep, FYR Macedonia (Annexe 34c). Presentation by Goran Dimiskovski.

Approved by acclamation.

2020 – 4th FAI Pan-American Paragliding Championships

- Baixo Guandu, Brazil (Annexe 34 d) - 15 min presentation of Thomas Milko, NAC of Brazil. No questions.
- Guayacil, Ecuador, (Annexe 34e) – Presentation via Skype by Josua Coronel. Questions asked on take off, budget and live tracking.

The plenary agreed to define the winner by a plurality secret vote.

24 in favour of Brazil, 1 in favour of Ecuador, 1 abstention.

2020 – 3rd FAI World Paragliding Aerobatic Championships

- Trasaghis, Italy (Annexe 34f) – Presentation by Barbara Sonzogni, Luigi Seravale and other officials.

Approved by acclamation.

35- Provisional budget (Annexe 35).

Presented by Andrew Cowley.

Voted and approved unanimously.

36- Nominations for Awards (Annexe 36a)

FAI Gold Air Medal (Annexe 36a)

- Domina Jalbert, USA.

Voted and approved unanimously.

FAI Air Sport Medal (Annexe 36 b)

- Associação Capixaba de Voo Livre (ACVL) for the 3rd FAI Pan-American Paragliding Championships in Baixo Guandu, Brazil.
- Sport Club Cross Country XSC for the 20th FAI European Hang Gliding Class 1 and the 8th FAI World Hang Gliding Class 5 Championships in Krushevo, FYR Macedonia.
- Portuguese Free Flight Federation (FPVL) for the 15th FAI European Paragliding Championships in Montalegre, Portugal.
- Društvo Adrenalin and KJP Krokari Železniki for the 6th FAI European Paragliding Accuracy Championships in Kobarid, Slovenia.

Voted and approved unanimously without proxies.

Hang Gliding and Paragliding Diploma (Annexe 36c)

- Jean-Louis Darlet, France.

Voted and approved unanimously.

CIVL Pepe Lopes Medal (Annexe 36 d)

- Rok Dolinsek, Slovenia.

Voted and approved unanimously.

37- Venue of next Plenary meeting

After discussing the matter and without a formal proposal from Turkey:

The plenary trusts the Bureau to find a proper venue that could be Turkey, Serbia or FYR Macedonia. Decision to be taken before the end of March.

The proposal was voted and approved unanimously.

38- Nominations and elections (Annexe 38)

For each position there was only one nomination accepted. Hence all votes were by acclamation.

- President: Stephane Malbos.
- Vice-Presidents: Igor Erzen, Goran Dimiskovski, Zeljko Ovuka and Jamie Shelden.
- Administrative Secretary: Mitch Shipley.
- Financial Secretary: Andrew Cowley.
- HG XC Committee Chairperson: Jamie Shelden.

- PG XC Committee Chairperson: Goran Dimiskovski.
- PG Accuracy Committee Chairperson: Riikka Vilkuna.
- PG Aerobatics Committee Chairperson: Claudio Cattaneo.

Two more years!

39- Any other matter (Annexe 39)

- FAI Anti-doping Program (Annexe 39a)

It was commented by Susanne Schödel.

- Cat 2 standards

Andy Jaxa – Rozen (POL) underlined the need to define minimum criteria for Cat 2 XC events, especially 'big' ones like National championships.

The plenary agreed that the Bureau will set up a working group to define said requirements and bring back a formal proposal to the 2020 plenary.

40- Closing remarks of FAI representative and of CIVL President.

Susanne Schödel thanked everyone and congratulated us for a 'well-done' meeting. Stephane Malbos agreed. We are on a good track. Back to work!

*Fédération
Aéronautique
Internationale*



Annexe 1

Minutes
of the Committees Open Meetings
FAI Hang Gliding & Paragliding Commission

Lausanne
on 31 January and 1 February 2019

February 19, 2019

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CIVL INTERNAL REGULATIONS

2016

2.6. Committee and Working Group meeting procedures Committees and Working Groups may hold Open meetings just prior to the Plenary meeting. The aim of this meeting is to present and promote discussion of the work of the Committee or Working Group during the past year, in particular:

- those issues that have resulted in proposals brought to the Plenary Agenda by that Committee or Working Group,
- other Plenary Agenda proposals that may have an impact on the work of the Committee or Working Group,
- to create a work plan for new issues arising in the coming year.

The views aired at an Open meeting should be thoroughly considered by the members of the Committee or Working Group, which may result in the decision to amend the proposals brought to the Plenary by that Committee or Working Group and which may necessitate a Closed meeting following the Open meeting. Alternatively, the Delegate can propose an amendment at the Plenary.

The Committee or Working Group cannot introduce proposals on new business discussed immediately prior to the Plenary.

2.6.1. Sporting Code (Section 7) meeting The Sporting Code Officer should hold a meeting immediately after the other Committee and Working Group pre-Plenary meetings in order to coordinate and prepare for the implementation of all proposals concerning changes to Section 7 of the Sporting Code.

1 Joint Open Meeting of Hang Gliding & Paragliding Committees

31 January 2019

Meeting Chairs: Jamie Shelden (USA), Goran Dimiskovski (FYR Macedonia)

Present Bureau Members: Stephane Malbos (President), Jamie Shelden (Vice-President), Igor Erzhen (Vice-President), Zeljko Ovuka (Vice-President), Goran Dimiskovski (Vice-President), Andrew Cowley (Treasurer), Mitch Shipley (Secretary).

Present Committee Chairs: Riikka Vilkuna (PGA), Claudio Cattaneo (PG Acro), Jamie Shelden (HG)

Present CIVL Administrator: Elena Filonova

Attendees:

Thomas Milko (Brazil), Jun Zhang (China), Niels Askirk (Denmark), Esa Alaraudanjoki (Finland), Marc Nossin (France), Didier Mathurin (France), Goran Dimiskovski (FYR Macedonia), Barbara Sonzogni (Italy), Gianbasilio Profiti (Italy), Yoshiki Oka (Japan), Masahiro Kitano (Japan), Gin Seok Song (Korea), Jaxa-Rozen Jedzej (Poland), Cristinao Pereira (Portugal), Antonio Fernandes (Portugal), Zeljko Ovuka (Serbia), Igor Erzhen (Slovenia), Michael Sigel (Switzerland), Phillip Chettleburgh (UK), Andrew Cowley (UK), Jamie Shelden (USA), Mitchel Shipley (USA), Joerg Ewald (SUI)

Arrived Late: Elsa Lin-Chin Mai (Chinese Taipei), Antonio Fernandes (Portugal).

The following items of the CIVL Plenary Agenda were discussed:

1.1 Additions to the Agenda (Annexe 3)

Proposal Bureau – Sanctioning Cat 2 in countries with no NAC (Annexe 23g)

Proposal Committee PG Aerobatic – Projects and budget (Annexe 28a)

Proposal Committee PG Aerobatic – Minimum number of pilots in Cat 2 (Annexe 28b)

From Hungarian pilots: Records and Badges, various proposals (Annexe 33g)

Award nomination from Slovenia: Pepe Lopes Medal (Annexe 36d).

Provisional and official results publication (Annexe 23h)

Proposal Accuracy Committee Safety Director Requirement (Annexe 27c)

Late bid for plenary from Turkey. (Annexe 37)

1.2 Review of the ‘Road to 2020 World Air Games’ project (Annexe 12)

2020 FAI World Air Games.

2022 FAI World Air Games

FAI Air Games Series project.

2018 Asian Games.

CIVL, FAI and the Olympics: Introduction by FAI Secretary General and CIVL President and open discussion.

The meeting has accepted a suggestion:

World Air Games that are planned to be held in September 2022 with together World Championship title (no Continental championship shall be held in this year) will be discussed by HG and PG groups separately.

1.3 Proposals from the CIVL Bureau (Annexes 23a to h)

Protest deadlines (Annexe 23a)

Annexe was amended as follows:

In S7A – 7. Complaints and protests

Changes are in red.

7.1 Complaints

A complaint **should** be made to the Meet Director or his Deputy, preferably by the Team leader, in writing in English. It must be made within 4 hours of the publication of the provisional results **posted on the headquarters official board**. If provisional results are published after 22:00h, **the complaints deadline shall be no earlier than** 11:00h the next day.

For the last competition task, complaints must be submitted **no later than** 1 hour after the publication of the provisional results **that are posted on the headquarters official board**.

Complaints will be dealt with expeditiously.

The Local Regulations **may** adjust the complaint deadlines.

Complaints **and rulings on complaints shall be** published on the headquarters official board.

7.2 Protests

If the complainant is not satisfied with **the Meet Director's response**, a protest may be made to the Meet Director or his Deputy, preferably by the Team leader, in writing in English, within 12 hours of the result of the complaint being published at the main headquarters. **The Meet Director will immediately pass the protest to the Jury President**.

For the last **two** competition tasks, protests must be submitted within 1 hour of the publication of the **ruling on the complaint**.

Protests and rulings on protests shall be published **on the headquarters official board**.

The Local Regulations **may** adjust the protest deadlines **specified above**.

The protest fee **is** defined in the Local Regulations. It **must** not be larger than \$50 US, or €50 for championships held on the European Continent. It will be returned if the protest is upheld.

Version 2 was published on FAI Cloud.

Allocation and defending champion (Annexe 23b)

No change. Approved for voting.

Cat 2 Sanction fee in case of refund (Annexe 23c)

No change. Approved for voting.

Screening Committee Chairperson (Annexe 23d)

No change. Approved for voting.

Local regulation approval (Annexe 23e)

No change. Approved for voting.

Steward's nationality (Annexe 23f)

No change. Approved for voting.

Sanctioning Cat 2 in countries with no NAC (Annexe 23g)

Annexe was amended as follows:

S7 Common – 12.2.1 NAC Authority

Current text reads:

Only events which have the approval of the NAC of the Competition Organiser may be sanctioned as Category 2. If the event is to be held in the territory of another NAC, then the Competition Organiser must also obtain authorisation from that NAC. Written proof of this authorisation must be submitted to FAI/CIVL with the application form.

Add:

If the event is to be held in a territory with no **functioning** NAC, then the Competition Organiser must inform the competent administration of the territory (Minister of Sport, Civil Aviation...). Written proof of the information sent must be submitted to FAI/CIVL with the application form.

Version 2 was published on FAI Cloud.

1.4 Joint proposals from the Hang Gliding and Paragliding XC Committee. (Annexe 26)

Approved Instruments (Annexe 26a)

No change. Approved for voting.

Distance measurements and tolerances (Annexe 26b)

Annexe was amended as follows:

In S7A-XC CIVL GAP – 8.1.1 Reaching a turnpoint cylinder
For Cat 1, set the tolerance to 0.1%.

For Cat 2, **the maximum tolerance is 0.5%**, to allow pilots to still use equipment that calculates distances on the FAI sphere.

Version 2 was published on FAI Cloud.

Minimum number of pilots (Annexe 26c)

No change. Approved for voting.

Safety Committee (Annexe 26d)

Annexe was amended as follows:

In S7 Common – 4.4.2.1. Safety Committee XC Competition

Add after the 1st paragraph:

Safety Committee should only include **pilots with experience appropriate to the flying site and conditions**, and should not be made up only of pilots expected to achieve high ranking in the competition, but **should include pilots of different rankings**.

Every Safety Committee pilot must be on radio.

Version 2 was published on FAI Cloud.

Time points (Annexe 26e)

No change. Approved for voting.

1.5 33- Proposals from National Airsport Control (NAC) (Annexe 33)

Portugal (Annexe 33a)

Annexe was amended as follows:

- **Differentiate launch type for PG and HG Record flights**

This part of proposal was amended as follows:

As winch launch give pilots an advantage in comparison to foot launch we recommend a distinct launch type record classification for those types of flights.

Add to FAI Sporting Code Section 7D:

3.2.1.1 Launch type distinction for "Straight distance" and "Straight distance to a declared goal"

- Foot launch
- Winch

- **Adding several reserve dates for Cat 2 events**

Initially the suggestion was to allow ranking of non Category 2 events. During the discussion in the HG/PG Open meeting it was found that existing problem can be solved by allowing more than 1 set of reserve dates to the Category 2 competitions. The proposal was changed to:

Section 7, at paragraph "12.2.3. Reserve Dates"

A Competition Organiser may specify several sets of dates as reserve dates for the competition.

Version 2 was published on FAI Cloud.

Brazil (Annexe 33b)

Annexe was amended as follows:

- **Records – Forbid flights after sunset**

The proposal was amended as follows:

Insert at Section 7D Records:

A flight timed from take-off to landing. **Landing must be completed by twilight or sunset time, according to local air laws (night flying is prohibited)** Note: FAI does not recognise duration as a category for hang glider records

- **Declared records – Intention must be declared before the flight**

The proposal was amended as follows:

Insert at Section 7D Records 3.3.1 Advance notice – another paragraph: **Declared records shall be informed to the pilot's NAC prior to take off via email or other electronic means.**

- **Elapsed time start and multiple Start gates**

The NAC decided to withdraw this part of proposal after discussion at PG and HG Committees *meetings*.

- **Race to goal and individual start gates**

The proposal was amended as follows:

Insert in Section 7 Guidelines
Only for FAI 2 events.

In case there is a very slow takeoff due to wind strength/direction change, stable conditions or a similar weather difficulty the meet director can adopt an Air Start Time announcement. The following details must be followed: a) Air Start must be announced at the pilot's briefing; b) Starts will be made at the hourly 15-minute intervals (i.e. 13:15, 13:30, 13:45, etc.); c) The meet director will announce the race start time via radio at least 15 minutes before the actual race start.

Version 2 was published on FAI Cloud.

France (Annexe 33e)

Annexe was amended as follows:

- **Top 3 WPRS Women and Allocation**

The proposal was amended as follows:

Section 7 Common 2.5.2

To read:

Current World and Continental Champions, male and female, (and for paragliding XC competitions the top 5 women in the WPRS ranking) shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.

- **HG Class 2 auxiliary motor launch**

Section 7 Common Section

1.4.2 Wheels and other Launch Aids:

•Class 2 hang gliders fitted with an electrical auxiliary motor may be permitted by the organisers of Category 2 events, provided it shall be used solely for launching the hang glider, in order to reach the height and vicinity that an aerotow aircraft would typically release the pilot. Pilots must carry equipment that accurately verifies on the tracklog any usage of the motor.

Chapter 14, 14.4.4 Electrical Auxiliary motors

Electrical Auxiliary motors are allowed only in Class 2 gliders, and where specified as acceptable in the Local Regulations. Although only ultra-light gliders that comply with 1.4.1 may be flown, it is understood that with the fitting of an auxiliary motor the aircraft will no longer be foot-launchable.

Section 7A (Cross Country)

4.1 Flight Verification

In Class 2 competitions, pilots flying with an electrical auxiliary motor must fly with a device that not only records a track log meeting CIVL requirements, but also verifies when a motor is in use.

- **SafePro tandem**

The NAC decided to withdraw a proposal.

CIVL Bureau is tasked to get lawyer consultation on this proposal. It will be implemented by the Bureau, not the plenary, as SafePro are guidelines, not S7 rules.

Version 2 was published on FAI Cloud.

Hungarian pilots (Annexe 33g)

Records and Badges: various proposals
No changes. Approved for voting.

2 Open Meeting of Hang Gliding Committee

Meeting Chair: Jamie Shelden (USA)

Present CIVL Administrator: Elena Filonova

Attendees:

Mitch Shipley (USA), Didier Maturin (FRA), Pascal Lanser (FRA), Masahiro Kitano (JAP), Barbara Sonzogni (ITA), Antonio Fernandes (POR), Niels Jergen Askirk (DAN), Phil Chettleburgh (GBR), Joerg Ewald (SUI)

The following items of the HG Committee Agenda were discussed:

2.1 Macedonian bid for Class 1 World Championships 2021

Bid approved by CIVL Bureau at 2018 Autumn meeting; bid reviewed by committee and recommended approval by Plenary

2- US bids for Pan American Championship at Big Spring, Texas and Class 2, 5, Sport and Women Worlds at Groveland, Florida

Both bids approved by CIVL Bureau at 2018 Autumn meeting; bids reviewed by committee and recommended approval by Plenary

2.2 Tolmezzo Class 1 Worlds Test Event

Discussed issues with 2018 pre-worlds in Tolmezzo, including possible choosing of safety and task committees in advance of the worlds

2.3 World Air Games, Turkey 2022

Discussed possible inclusion of hang gliding in the WAG 2022 in Turkey, giving Cat 1 status to the event and not allowing bids for European Championship for 2022

2.4 Sport Class Eligibility

Discussed sport class eligibility requirements and expectation of proposal for next year

2.5 Time Based Scoring

Discussed the committee's support for the testing of time-based scoring system (developed by Maxime Bellemin and Joerg Ewald) in Category 2 events

2.6 Proposals from National Airport Control (NAC)(Annexe 33)

US Proposal re Ordered Launch (Annex 24a)

*Note that the ordered launch procedures appear only in the local regulations template. Section 7A only indicates that an ordered launch may be used per the local regulation. So, no change to Section 7 is needed, only a change to the local regulations template.

Proposed addition to local regulations template: **Pilots must be ready to launch and in their ordered position in the launch queue or will be placed at the back of the queue and will launch last in their launch line.**

US Proposal re Class 2 Wheel Launching (Annex 33c)

Current Section 7, 1.4.2.

Wheels and other Launch Aids:

A hang glider flight shall start by foot launch from a hill or by means of mechanical equipment (aerotow, winch launch, etc.) except that:

For competitions where launching is by tow, wheels, including those which are dropped immediately after take-off, may be permitted by the organisers provided it can be demonstrated that the hang glider complies with 1.4.1.

Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

Proposed addition to 1.4.2:

A hang glider flight shall start by foot launch from a hill or by means of mechanical equipment (aerotow, winch launch, etc.) except that:

For competitions where launching is by tow, wheels, including those which are dropped immediately after take-off, may be permitted by the organisers provided it can be demonstrated that the hang glider complies with 1.4.1;

Launching on wheels integral to the design and being propelled by the pilot's legs or by an official pusher; Launching on a temporary wheel system known as a "dolly" or "launch cart" which remains on the ground after an official pusher accelerates the glider to flying speed;

Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

French Proposal re Allowing Auxiliary Launch Motors in Class 2: (Annex 33e)

Section 7 (Common Section)

Proposed addition to 1.4.2 Wheels and other Launch Aids:

Class 2 hang gliders fitted with an electrical auxiliary motor may be permitted by the organisers **of Category 2 events**, provided it shall be used solely for launching the hang glider, in order to reach the height and vicinity that an aerotow aircraft would typically release the pilot. Pilots must carry equipment that accurately verifies on the tracklog any usage of the motor.

Proposed addition to Chapter 14

14.4.4 Electrical Auxiliary motors

Electrical Auxiliary motors are allowed only in Class 2 gliders, and where specified as acceptable in the Local Regulations. Although only ultra-light gliders that comply with 1.4.1 may be flown, it is understood that with the fitting of an auxiliary motor the aircraft will no longer be foot-launchable.

Section 7A (Cross Country)

Proposed addition to 4.1 Flight Verification

In Class 2 competitions, pilots flying with an electrical auxiliary motor must fly with a device that not only records a track log meeting CIVL requirements, but also verifies when a motor is in use.

Proposed addition to 8.2.5 Additional (airworthiness) Standards

8.2.5.6 Electrical Auxiliary motors (Class 2)

Where an electrical auxiliary motor is fitted to a Class 2 hang glider, the glider must either be certified in that configuration by the manufacturer, or must comply with 8.2.3 Uncertified Hang Gliders.

2.7 Committee Proposal re FAI Sphere vs. Elipsoid (Annex 24b)

Change 4.2 Distance in the CIVL GAP Annex to Section 7A from:

4.2 Distance

In general, task evaluation occurs in the x/y plain, therefore distance measurements are always exclusively horizontal measurements. The different disciplines use different earth models:

In hang gliding FAI Category 1 events, distances are calculated on the FAI sphere, with the intention of using the WGS84 ellipsoid distance calculation from 2019 onwards. Organizers of FAI Category 2 events are free to choose the earth model that suits their situation best.

In paragliding, distances are calculated on the WGS84 ellipsoid. Organizers of FAI Category 2 events are free to choose the earth model that suits their situation best.

To

4.2 Distance

In general, task evaluation occurs in the x/y plain, therefore distance measurements are always exclusively horizontal measurements. Distances are calculated on the WGS84 ellipsoid.

3 Open Meeting of Paragliding Committee

Meeting Committee Chairs: Adrian Thomas (GBR)

CIVL President: Stephane Malbos

CIVL Administrator: Elena Filonova

Attendees:

Thomas Milko (Brazil), Jun Zhang (China), Elsa Lin-Chin Mai (Chinese Taipei), Niels Askirk (Denmark), Esa Alaraudanjoki (Finland), Marc Nossin (France), Didier Mathurin (France), Goran Dimiskovski (FYR Macedonia), Razeghi Mohammad (Iran), Barbara Sonzogni (Italy), Gianbasilio Profiti (Italy), Yoshiki Oka (Japan), Masahiro Kitano (Japan), Jaxa-Rozen Jedzej (Poland), Cristinao Pereira (Portugal), Antonio Fernandes (Portugal), Valentin Ioan Popa (Romania), Zeljko Ovuka (Serbia), Igor Erzhen (Slovenia), Michael Sigel (Switzerland), Andrew Cowley (UK), Jamie Shelden (USA), Mitchel Shipley (USA), Joerg Ewald (Vollirium), Senac Thomas (Bid France)

Declaration of conflicts of interest (members declared any conflicting commercial or other interests).

3.1 Resignation of Paragliding XC committee chairman

Adrian Thomas no longer available. Another Chair is required.

3.2 CCC items: Load test regulations

The current rule:

Summary: "Require all CCC gliders to pass the 23G theoretical load test, minimum line strength 20daN, minimum main brake line strength 100daN."

The requirement for 23G theoretical load test was introduced for two reasons. Firstly, it requires lines roughly 1.5x the strength of a line set that passes the EN physical load test. That gives some safety factor for pilots and manufacturers, and goes some way towards delivering CCC wings where the line set lasts as long as the canopy (we know pilots fly wings for many more hours than are recommended for a line change).

However, the 23G theoretical load test alone requires manufacturers have adequate experience and analysis techniques to ensure load is evenly distributed across the lines. To deal with that issue we have the following text (underlined):

Full Text from CCC document:

Physical requirements

Structural strength

§5.1 All CCC wings must be constructed in compliance with the 23G theoretical load test requirements. In addition, where a manufacturer proposes to use structures or materials or construction methods that are novel and have not been through a physical load test in one of their previous glider models, the structural strength of a test specimen must be tested through a shock load test (Error! Reference source not found.) and through a sustained load test (Error! Reference source not found.)

§5.2 Any existing EN certification for the test specimen implicitly satisfies the structural strength requirement (Error! Reference source not found.) for the test specimen's model size.

Line breaking strength

The test specimen passed the 23G theoretical line breaking strength test specified in section **Error! Reference source not found.**

That ought to be adequate, if followed correctly. In the glider that failed during testing the line set did not match any previously tested wing, had not been load tested, and included 20daN lines in the upper A cascade, it appears the incident was caused when these 20daN upper A lines failed.

In the PG committee two options were raised and these need to be discussed:

Luc recommends that in addition to the 23G requirement we re-introduce EN926-1:2015 physical load test (shock and load) for the M size, but permit 23G scaling of lines up and down from that size to the L and S and other models. This will significantly increase the cost of entry to new manufacturers, but given that a 23G line set should easily pass the EN926-1 test which requires the wing to sustain loads of 6.67G in shock and 3G in the sustained load test.

Torstein recommends that the current rule is adequate, but that manufacturers and testing bodies be made more firmly aware of the section underlined in the rules above.

The PG open meeting recommended to follow Torstein's recommendation and rewrite the CCC rules to heavily emphasize the requirement to EN load test any new competition wing (expand and add emphasis to the underlined text taken from the current rule).

The meeting decided the wording of the CCC doc should be changed without changing the meaning or rules (just to achieve better comprehension by readers)

A proposed change to the CCC wording to deal with the load test issue is as follows:

The rule is correct as it is, but clearly emphasis and clarity are required. I suggest we just modify the summary of the rules to make it clear that any new design is required to pass a physical shock and sustained load test – as it is now. The attached word document contains my suggested wording. This is a simple change, that does not actually change the rules, but changes the emphasis to make the existing rules much clearer. I suggest it could therefore be implemented immediately following the plenary as a simple modification to the CCC document....

3.3 Maximum number of pilots.

Proposal to reduce from 150 to 125. There was considerable discussion. The problem was identified as the variation in quality at Cat1 events between the top pilots and the tail end of the field. The problem is not pilot numbers, but the presence of pilots less experienced in high level competitions in the Cat 1 events. This is, of course, in conflict with the aim of providing a competition between nations.

The main risk in current competitions was discussed, it was concluded that under the current CCC the gliders and glider-handling are no longer the most severe risk, and glider-related accidents are increasingly rare. Instead collisions have become the main cause of reserve deployments and accidents.

However, reducing the number of pilots at Cat1 events is not likely to have a positive effect as it is likely to remove high-ranking pilots from top nations, who are used to flying safely in large gaggles.

There was significant discussion of the pros and cons of tightening up the WPRS qualification requirements for Cat1 entry. It is not easy – top of the WPRS is dominated by the large European Nations. Pilots from smaller NACs, and NACs remote from Europe may struggle to gain sufficient WPRS points.

The effects of tightening up the WPRS requirements should be studied in detail.

Safety gains are most likely to come from changes to the scoring system to encourage and reward pilots who fly different routes and thus lead to less pressure to fly in gaggles.

The PG open meeting did not support the proposed change in numbers at Cat1 events.

3.4 Ballast (PWCA).

The proposal is to remove the ballast limits. PWCA has successfully adopted this rule during the last two seasons for small pilots, allowing them to ballast up to 95kg to fly the S size. There haven't seen problems with that. The current rules already require that pilots must fly their glider within its certified weight range, and that requirement would continue, but is easier to apply that regulation because only total take-off weight has to be measured, not pilot naked weight.

The paragliding open meeting was in favour of the proposal, but was very well aware of the need to maintain vigilance to ensure that the effect of the change was not to drive all pilots (including XL pilots) to fly at the maximum possible take-off weight.

The open meeting supports adopting the same rule as is currently applied in PWCA, and review the results at the 2020 plenary.

3.5 Junior class - Proposal Switzerland (Annexe 33d).

The proposal is to have an under 25 class in paragliding competitions. Competition organisers would be free to offer prizes for under 25s. WPRS would be set up to include an under 25 category.

The open meeting was strongly in favour. Pilots will need to enter their age in WPRS in order for the ranking to be implemented. An amendment will be delivered to the plenary.

3.6 Top woman WPRS - Proposal France (Annexe 33e).

The proposal is to allow discretionary places for the top WPRS ranked pilots in addition to the defending champions

The proposal wording was considered. It was proposed to modify the existing section 2.5.2 Individual Entry, where the final paragraph currently reads:

Current World and Continental Champions, male and female, shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.

To read:

Current World and Continental Champions, male and female, (and for paragliding XC competitions the top 5 women in the WPRS ranking) shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.

3.7 SafePro tandem. - Proposal France (Annexe 33e).

The liability risks were highlighted. The proposal was discussed. The open meeting advises the plenary to delegate to the bureau to take the proposal forwards subject to FAI legal advice.

3.8 FTV For competition in Serbia.

The proposal was to reduce the level of FTV in Cat1 events. The open meeting discussed the option of reducing the FTV drop rate, to effectively reduce the number of discards. The argument in favour is that it allows pilots to push on, reducing the competitive pressure to fly conservatively and stay with the gaggle. The argument against is that it results in a scoring system that does not reward consistency, and consistently high performance, instead rewarding the combination of a series of exceptional successes punctuated by an occasional failure. The open meeting was not able to resolve the argument decisively.

3.9 Cat 2 Quality - Proposal from Poland

To set up a working group to ensure that minimum standards are adhered to in the organisation of National competitions, in terms of organisation and scoring. The working group should decide what those minimum standards consist of, and bring back a formal proposal for minimum requirements for paragliding XC competition to Plenary 2020

3.10 Any Other Business

World Air games in Turkey 2022. Agree to give Cat 1 status.

4 Open Meeting of Paragliding Accuracy Committee

Meeting Chair: Riikka Vilkuna (SWE)

Meeting Secretary: Andy Cowley (GBR)

Attendees:

Jun Zhang (CHN), Yoshiki Oka (JPN), Marc Nossin (FRA), Thomas Senac (FRA), Popa Valentin (ROM), Moh'd Razeghi (IRI), Ovuka Zeljko (SRB), Propiti Gianbasilio (ITA), Cristiano Pereira (POR), Michael Sigel (SUI), Matjaž Ferarič (SLO), Tone Tursic (SLO), Igor Eržen (SLO), Goran Dimiskovski (MKD), Stephane Malbos (CIVL)

4.1 Presentation

Committee Chair provided presentation summary of 2018

4.2 Report of competitions

- Riikka Vilkuna, Jun Zhang and Igor Erzen reported of the past competitions.
- Thailand: Jun Zhang explained challenges, judging, checking zero, wind reporting etc.
- Slovenia: excellent competition, set new standards. Equipment checks, target.
- Serbia: moved back and LRs need updating and hopefully weather better. Comp duration expected with up to 150 pilots
- All competitions: awareness that judges get tired... x2 full teams

4.3 Judging Seminars in Cat 1 and Cat 2 comps

- Seminars... these have been completed at both Cat 1 and at national level These have been keeping judges up to date
- Judging teams this year have been excellent.

4.4 Targets

- AC provided quick summary of updates from judges to Texair. Many of these requirements have been incorporated into equipment. AH to attend next comp.
- AC is required to purchase FAI Wind sock and WDIs
- Replying to comment from MF about alternative Targets, AC stated there is a standing requirement specification for (Cat 1) Target systems... hence the current approved systems from Weckbecker and Texair. The purchase of the Texair system (albeit with challenges) allows the continuance of Cat 1 events. However, we as a committee would very much welcome alternatives from other manufacturers.... In particular as IT capabilities increase (e.g. Bluetooth) However, these would have to be proven in use... (Cat 2). We also require a working group to keep on top of this requirement... Matjaž Ferarič, Kamil Konečný, Mark Bignell, Igor Eržen, Andrew Cowley.

4.5 Media browser...

Cristiano Pereira (POR) gave a quick summary and demonstration of media linked equipment that can give live scoring and results. He overlay images with on-line scores... The Committee considers this is a valuable OPPORTUNITY.... And will discuss further outside of meeting... Try and incorporate Serbia comp! Requires pre-event competition check... Requires new sub-committee / working group (same as target?)

4.6 Competitions

Many new countries are coming into the sport - Especially in Asia

- These need CIVL support

- Many new PGAWC comps have been successfully completed

4.7 Future Developments

- Raft landings. LIT working on it
- Junior categories: Andy Shaw (GBR) working on this
- S7... many updates (see annexe 27b)

4.8 Competition Management (and Organisation requirements)

- Across many competitions it has been noted that we need further improvement – and training to raise the professionalism of the discipline
- Stephane Malbos – there is a new CIVL organiser book for event organisers

4.9 Politics in sport

- Riikka listed concerns from 2018– looking not to repeat

4.10 Gender equality

- Riikka Viikuna requested all should recognise challenges and have zero tolerance
- We are doing okay but have to further develop female participation in the sport

4.11 Request for support to CIVL committee

- The Committee requires more support to move projects forward. Riikka Viikuna requested volunteers should please contact her if you can assist in implementation (rather than just making comment – albeit these are still constructive!)
- Overall, more working groups needed... we will continue the work creating these... but please don't expect the same few people complete all the actions as the discipline participation grows...

4.12 Bids

- Macedonia
 - Goran presented the Macedonia... bid and all appeared to be happy with except Safety Director sole responsibility: Para 4.4 – requires changing. Late proposal to Plenary.
- Kazakhstan
 - Requires Event mgmnt support. Several PGA Committee members to assist.

4.13 Proposals

- Changes to WPRS:
 - After discussion regarding possible (requested) changes to proposal – decided to go with the current proposal given on Basecamp...
 - These were listed in order and updated as necessary for giving to Plenary.
- Serbian Competition
 - Zeljko Ovuka explained changes to the event and LRs
 1. there have been date changes and schedule extension
 2. there will be changes to the Event Officials.
 3. There was an agreed suggestion to have a 'Deputy Event Judge' who will 'step up' in the absence of the Event Judge from the target area.
 4. Costs will escalate above the original proposal to suit the above changes
 5. There may be a refusal of pilots to compete if of insufficient quality
- Section 7 Changes
 - RK went through the proposal listing for S7C,

1. Andrew Colwey and Riika Vilkuna answered questions – no change to proposal
2. Changes required
 - a. Allocation procedure changed to be the same as XC
 - b. Chief Judge and Event Judge experience requirement to change to Cat1 or Cat2
 - c. Equipment Certification requirements to be added to Cat 2s (Para 8.1.4 & 8.3.2)

4.14 World Air Games (Turkey)

Goran Dimiskovski and Stephane Malbos have had meeting with FAI regarding WAG. For committee information; a basic change is that previous WAG date has been postponed because time scales mean this is no achievable... Together with Turkey organisers there will be a new proposal.... This event (all CIVL disciplines) will be on a level with the World Championships 2022. Therefore all NACs should fit their championships into this diary – so CIVL will not accept separate competing event bids... Relevant experts will be called from CIVL for proposal of mgmnt support. However, HG PanAMs will continue, as does not conflict. Bid will come from Commission to FAI thence to Turkey.

4.15 AOB

- Badges.... does EMS enable the ready checking of scores (IE)

5 Software Open meeting

5.1 CIVL Approved Instrument List

Discussion of the general success of the flight instrument manufacturers self-declaration method of determining which instruments are placed on the CIVL Approved Instrument List.

5.2 EMS

CIVL Administrator Elena Filonova made a very detailed presentation about the benefits, approach and costs of the development of the Event Management System (EMS). There was general agreement about the goals of the project, but several members mentioned previous experience with large software projects that went behind schedule and did not produce the software requested. To address this concern it was emphasized that an incremental funding approach with defined milestones and deliverables for each increment will be strictly applied to this project.

5.3 SeeYou Scoring

Discussion of the failure to complete the testing of SeeYou as the planned replacement of the FS scoring system. The proposed solution was to get an expert facilitator between the CIVL software working group members and Naviter to keep the project moving forward. Joerg Ewald accepted this role and we believe we should get through sufficient testing in 2019 to have the opportunity to move to SeeYou in 2020.