

# **Annex 3 - CIVL PLENARY 2012 – Chinese Taipei**

## **Agenda**

### **Paragliding Subcommittee Meeting**

1) Review, and consider recommendations from the CIVL Paragliding Competitions Safety Task Force reports in conjunction with Plenary Proposals where they coincide:

i) Lifting the temporary suspension

*TF2. Lift the temporary suspension of Competition Class gliders, as early as possible, preferably before the CIVL Plenary in February 2012, in combination with an announcement regarding the definition of the 2012 Competition Class.*

Bulgaria Proposal 4: Lift the suspension introduced at the Piedrahita Worlds and remove the recommendation to the NACs to restrict wings in their events.

ii) Formalising Competition and Serial Classes; allowing two classes in Cat 1 events

*TF3. In addition to Competition Class, formally introduce Serial Class within Section 7, with a recommendation to Category 2 organizers to consider running their events as joint competitions for Competition and Serial Class gliders (as most of them already do now). This step is crucial, especially if Competition Class is required to be EN certified for 2012 – even if Serial Class is not introduced in Category 1 events (see 5.).*

*TF4. Define Serial Class and Competition Class for 2012 according to Appendix A at the end of this document.*

*TF5. Introduce Serial Class in Category 1 competitions, as an alternative to Competition Class.*

Bulgaria Proposal 1: Make possible organizing events (Category 2) with both classes at the same time.

Make Category 1 events single class only. Make Category 1 events for “Class 1” every even year and for “Class 2” – every odd year.

iii) Separating Individual and Nation World Championships

*TFp22: CIVL should further consider separating World Championships into separate events to determine the World Champion (male and female) and the World Champion nation.*

Switzerland Proposal: Split Individual & Nation World Championships

iv) Increasing entry requirements for Cat 1 competitions

*TF6. Adapt entry requirements for Category 1 competitions to require a higher level of current competition experience, at least for pilots flying Competition Class gliders: Higher minimum WPRS ranking in a shorter period (e.g. top 300 in the last 2 years) and no exceptions around this requirement.*

UK Proposal: Worlds/Europeans: Top 300 WPRS; Other Continental: Top 1500 Plus top 30% in qualifying events. No exceptions.

Slovenia Proposal 1b:

v) Pilot experience form

*TF9. In order to continue gathering and providing data for long term improvements, continue the requirement for Category 1 competition participants to complete the Pilot Experience form.*

NB Form needs some improving. TF may have some further recommendations by time of SC meeting.

vi) Longer term monitoring/review of paraglider development:

*TF12. Collaborate with PMA, PWCA and testing houses to develop class definitions for Serial and Competition class, independent of current certifications for passive safety, to become effective by 2013, at the latest by 2014. These definitions are to be reviewed on an annual basis by the defining body.*

Consider whether this is a role for the Task Force, if it continues, or if a separate subgroup of experts should be set up to discuss this and associated issues.

vii) Encourage more varied task setting styles and options

*TF19. Educate task setters on different task options, their advantages and disadvantages, what conditions they are best used in.*

*TF20. Initiate test competitions where alternative task formats are used. Encourage Category 2 event organizers to include alternative task formats in their competitions.*

Also consider reviewing/expanding S7b ch 2.23.2 to clarify and encourage different types of tasks in Cat 1 and Cat 2 Championships.

## 2) Rule changes/reviews

i) Irrespective of the final decision on gliders allowed in Cat 1s in 2012 (and beyond), consider whether the following should stay in the rule book, be modified or deleted:

### 12.1.1.4 Paraglider Pilots

Each pilot must prove possession of the glider by sending a photograph of his signature on the fabric next to the serial number, which must be clearly visible. Up to two gliders can be registered per pilot. Photographs must be lodged with CIVL, at least 30 days before the start of the competition. In exceptional circumstances, the organiser may give permission to allow the pilot an extension of this deadline.

### 12.1.2 Modifications to a glider

Modifications to a glider that take the glider outside of its certification are not permitted.

ii) Proposal to re-word 3.5.2

Should read: Exceptions will not be granted for World or European championships.

iii) 2.20 External aids.

The use of Live Tracker Devices should be noted in S7b, and noted as not considered to be an external aid. Discuss possibility of mandating their use in Cat 1 events?

iv) 5.2.3 Scoring Formula:

It should be clarified that only the **\*nominal\*** GAP scoring parameters should be decided at the team leader meeting.

It should also be considered whether to specify in the rules that parameters should not be changed after the start of the event, with the possible exception, for fairness reasons, when a completely different task style is set.

v) Equipment checking

If there is any type of equipment checking upon registration, should e.g. the Local Regulations (template) be made to require sufficient time without extending the overall time.

vi) Concurrent Cat 2s

Currently we are unable to run two competitions on the same site, same date. This means that we can't run an Open Class and Serial Class comp where the organiser wants to score and task them separately. This occurred a couple of times this year most notably with the Rat Race organiser who ended up running one comp as sanctioned and the other as not.

The current rule is S7b Ch4.1.4

Multiple competitions for the same FAI Class in the same location with overlapping dates will not be accepted as 2nd Category events.

A suggested change could be:

“Multiple competitions for the same FAI Class in the same location with overlapping dates will not be accepted as 2nd Category events, except where the multiple competitions are different subclasses (Open, Serial, Sport) and the total number of pilots competing in all the subclasses does not exceed 150 pilots.

#### vii) Harness rule update

Currently the rule is worded such that a pilot can take a harness which does not have a certified back protector (for example Impress 2) remove that protector and replace it with a protector that is certified. Note that the test houses no longer certify protectors outside of the harness they were supplied for. We need to update this rule in line with test house current practice, which is testing to LTF09 where the harness and back protector are tested as a complete unit. It is thought that they have been doing this since at least the beginning of 2010. But it maybe better, and as per Task Force recommendations, to phase implementation, such that it is recommended from this year (May 2012) and mandatory from end of 2013 or May 2014.

### **3) Review and discuss all other Proposals on Plenary Agenda relevant to PG SC:**

Bulgaria Proposal 2: Recommendations to EN for certification improvements

Bulgaria Proposal 5: Introduction of discards in Cat 1 events

France Proposal: Clarification of ruling for Cat 2s to follow Cat 1 rules

Slovenia Proposal 1a: Change of team size & allocation rule for Cat 1 events

Slovenia Proposal 3: Harness & Helmet rule for Cat 1 and Cat 2 events

Slovenia Proposal 5: Serial class only gliders for Cat 1 and Cat 2 events

Poland Proposal: Introduction of an Open Distance discipline alongside Race competitions

### **4) Upcoming Category 1 Championships**

What needs to be done, by whom?

From the Terms of Reference for the PG Subcommittee, Annex to the CIVL Internal Regulations:

#### *1.1.2. Assistance to organisers.*

*The subcommittee should assist, encourage and help prospective organisers in any way it can.*

*When a bid has been approved by the CIVL Plenary, the committee's main job is to support the organiser in order to make the event as good as possible.*

#### *1.1.3. Rules for First Category Events.*

*After a bid has been approved by the CIVL plenary, the subcommittee shall discuss the local regulations. Preparatory work done by the organisers may be checked by a technical officer in order to avoid unnecessary work in the committee. The committee shall discuss the level of the Entry Fees and ensure that they include the normal minimum requirements and are reasonable.*

*The committee shall ensure that the local regulations comply with Sporting Code Section 7. The local regulation should be kept as short as possible and not repeat or modify rules from Section 7.*

i) Asian Championships: any issues? For example, non-certification of extra small or extra large gliders in a range wherein other sizes are certified.

ii) European Championships: any issues?

### **5) Review Bids for 2014 championships:**

One bid received for Europeans from Serbia

One bid received for PanAmericans from Argentina

### **6) Round up and report back**

Report back from combined PG/Safety SC meeting and from any break out groups, reviewing bids, finalising wording for rule changes etc.