

## CIVL Continental Records Working Group Report

The reports should cover issues raised by pilots, organisers, SSC members, delegates, Steward & Jury reports etc.; Outcomes (recommendations, proposals, actions); and concerns.

Subcommittee or Working Group: Continental Records	Date: <b>30 Dec 2008</b>
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### *Summary of working group activity since the last report:*

This has consisted of consultation with WG members and the circulation of proposal options to those members and to delegates from continents other than Europe and North America.

### *Issues raised, discussed or actioned and resolved:*

See above.

### *Issues raised to be resolved, suggested actions:*

Firm proposals to the 2009 CIVL Plenary for the introduction of Continental Records in hang gliding and paragliding are attached.

### *Issues or concerns requiring Plenary or Bureau guidance/response:*

None

### *Issues of potential interest/relevance to other SSCs:*

The Records & Badges SC chairman has been involved in preparing these proposals but would prefer to see some allowance for the retrospective claiming of continental records where current or superseded world records that would meet the new requirements for continental records have been homologated previously .

### *Other comment:*

The work of this WG is now finished and the WG dissolved.

## **Continental Records**

### **1. Introduction**

Only one other Air Sport Commission (the IPC) currently has rules for continental records; the others (including CIVL) have just world and national records with the FAI only handling homologation of world records. However it is understood that, like CIVL, the IGC is considering introducing them.

The FAI Secretariat is reluctant to have individual commissions carrying out homologation of continental records, as the IPC had initially envisaged, and is prepared to handle this extra workload - although concern has been expressed that we do not make it complicated or retrospective. It has also been pointed out that there is no authority within the FAI statutes and by-laws for commissions to assume this responsibility so that is not a route we could take even if we wished to do so.

### **2. Proposal**

It is proposed that Continental Records be introduced as a means of providing FAI acknowledgement of the very best of hang glider and paraglider pilots' achievements when flying in their own continent. To achieve this rules outlined below will be incorporated into Section 7D (Records and Badges) of the FAI Sporting Code. The actual rules proposed are in bold typeface and any explanatory comments are shown in italic font.

- a. **Record homologation is to be carried out by the FAI Secretariat** - *CIVL does not have the authority or resources to manage this.*
- b. **The time limits, process and proofs required for record claims shall be the same as is currently the case for World Records** – *this will avoid unnecessary complication for pilot, NAC and the FAI Secretariat.*
- c. **Fees should be the same as for World Records except that where a Continental Record is claimed for the same flight as a World Record an additional fee of CHF 100 will be charged** - *As the work involved is the same as that for world records it seems appropriate that fees should be the same, however it is extremely likely that some future world records will also be continental records and this would involve the Secretariat in more work. For this reason it is suggested that an additional CHF100 fee would be appropriate for the additional workload where two levels of record are claimed.*
- d. **Continental Records shall be available for the same categories and types of flight performance as currently exist for world records.**
- e. **The appeals process for dealing with record disputes should be the same as for World Records** - *i.e. through the NAC to CASI.*
- f. **Only pilots who have an FAI Sporting Licence issued by a nation which is a part of a particular continental region may set a Continental Record for that continental region** – *this is in line with the rule introduced by the IPC and it would seem appropriate for CIVL to do the same. We all know that some continents are stronger than others in particular disciplines and to decide otherwise might encourage "record tourism" rather than encouraging native pilots to aim for their own continental records.*
- g. **Continental Records may only be claimed for flights which take place within the continental region for which the record is claimed, or for flights starting in that continental region** – *this also follows the IPC lead and to do otherwise might result in a pilot from one continent setting a record elsewhere that is greater than the distance it is physically possible to set in the*

*continent itself, thus ensuring that no further record flights may be made on that particular continent.*

- h. **Continental Records shall only be permitted for the continental regions specified in the General Section 3.5.4 (3.5.4.1 through to 3.5.4.6) – this is also in line with IPC rules.**
- i. **A Continental Record claimed for a flight commencing in the territory of a NAC other than that of the pilot does not need to have been recognised as a National Record by the NACs concerned – this is to avoid the situation where a flight flown by an otherwise eligible pilot from a country within his/her own continental region but other than in his/her own country, failing to qualify for a Continental Record for that reason alone.**
- j. **Claims for Continental Records may not be made retrospectively for flights made prior to the authorisation of such records by the CIVL Plenary – this was also the IPC decision made on the basis that Continental Records did not exist before the date on which the plenary authorised them and cannot therefore have been set previously. This is by far the least complicated option. There is no capacity in either the FAI Secretariat or in CIVL to re-examine previously homologated records to see if they would also have met the specified criteria for Continental Records. Another reason is that to allow holders of current and previously set records to apply for this, even for a short period, would mean that pilots who wish to attempt such record flights now would be uncertain of the target they have to beat while the possibility of retrospective claims exists.**
- k. **The claim process for Continental Records shall be the same as the current procedure for claiming World Records – i.e. Continental Records must be claimed by the pilot concerned, through the appropriate NAC, and that there is no obligation on the Secretariat to check each new World Record to see whether the flight performance also qualifies for a Continental Record. To rule otherwise would impose additional burdens on the Secretariat which it is not staffed to cope with and would also increase the cost of world records.**
- l. **The FAI should be asked to produce Continental Record Diplomas in similar format and style to those currently awarded for World Records – This follows the principle of keeping things simple and also avoids any branding issues as the FAI corporate image is already used.**