

Agenda

FAI International Hang Gliding Commission (CIVL)

Annual Meeting, Copenhagen 5-7 March 1999

Please note that on the afternoon of THURSDAY 4 MARCH, there will be a workshop session for Stewards and Members of Juries. This will be for anyone interested in Championships, including Delegates, Organisers and Meet Directors. The time and venue will be advised later.

- 1) **Welcome and roll-call**, proxies and apologies for absence
- 2) **Minutes of last meeting** (Sintra, Portugal 1998)
- 3) **Matters arising from minutes of last meeting** (*where possible, Matters Arising are dealt with under relevant agenda items*)
- 4) **Approval of Current Agenda**
- 5) **FAI activity report**
- 6) **Report on CIVL activity** during the past year (*President*)
- 7) **Reports from Subcommittee Chairmen etc** (Unless covered elsewhere on this Agenda)
- 8) **List of the Subcommittee & Working Groups** for this meeting
- 9) **PWC Activity and Development** (*President*)
- 10) **Revision of Championship calendar schedule.** European Championships discontinued in favour of annual World Championships. Proposal from Switzerland: see **Annex 2**
- 11) **Review of 1998 Championships**
 - a) European HG, Slovakia
 - b) European PG, Spain
 - c) World Women's HG, Hungary
- 12) **Presentation of FAI Airsports medals** to Messrs **Zima** and **Sotak** (*President*)
- 13) **Accounts and balance sheet** (*Treasurer*)
- 14) **CIVL Promotion and Publicity** *Sarah Fenwick*

15) Updates and Review of Local Regulations from of Chairmen of 1998 Working Groups:

- a) Hang Gliding Europeans (2000): *Jim Bowyer*
- b) Paragliding Europeans (2000): *Zlato Vanic*
- c) Hang Gliding Women's Worlds (2000): *Dennis Pagen*
- d) World Parascending Accuracy (2000) : *Riikka Vilkuna*
- e) World Speed Gliding (2000) *Dennis Pagen*
- f) World Air Games 2001 *Srecko Medven*
- g) World Air Games Hang Gliding: *Flip Koetsier*
- h) World Air Games Paragliding: *Howard Travers*
- i) World Air Games Speed Gliding: *Dennis Pagen*
- j) World Games 2001, Akita, Japan: *Olivier Burghelle*

16) Final preview, 1999 events

- a) World Hang Gliding (Italy): *Dennis Pagen*
- b) World Paragliding (Austria): *Urs Dubach*

17) Technical Working Groups

- a) Rules and Advertising Media Project: *Sepp Himberger*
- b) Safety and Training : *Klaus Tänzler/Hans Bausenwein*. See **Annex 3**
- c) Safe Pro; Para Pro
- d) Modification of competition glider requirements
- e) Pilot skill for participants in FAI Competitions

18) Scoring Systems: *Howard Travers*

19) Scoring Systems/GAP Reports from *Zupanc, Heinrichs* and *Crapanzano* concerning guidelines for the operation of GAP

20) Sporting Code Section 7: *Noel Whittall*. The Revised Section 7 is available on the FAI/CIVL Website. It is the result of the review voted during the 1998 Plenary in Sintra. During the 1999 Plenary we will adopt all the necessary changes to be implemented from the 1st May 1999. Your comments and proposals are welcome and should be sent to Noel as soon as possible, preferably via e-mail: noel.w@zetnet.co.uk)

21) Guide Lines for Organisers: *Olivier Burghelle*

22) Notice of bids for year-2002 + Championships

23) New competition formats, including evaluation of Lokken 'Beach Air Sports'

24) RACE software for organisers: *Martin Brunn*

- 25) Pilot Ranking System** (including minimum standards for Category 2 events counting for the PRS). Introduced by *Sarah Fenwick*
- 26) Renaming the English name of CIVL** to include 'Paragliding' separately: UK Proposal. See **Annex 5**
- 27) New CIVL Logo**
- 28) CIVL/FAI Awards**
- 29) Budget for 1999** (revised) and 2000
- 30) Elections of CIVL Bureau**
- 31) Any other business**
- 32) Date and venue of next meeting**

Close

List of annexes :

- 1. Changes in the PWC Competition Rules**
- 2. Category 1 Events - Proposal for a New Schedule (Switzerland)**
- 3. Safety in FAI Competition**
- 4. Proposal for Minimum Technical Standards in Hang Gliding (Germany)**
- 5. Proposal to Rename the English Translation of CIVL (UK)**
- 6. CIVL Jury & Steward Incident Policy**

Modifications on PWC regulations for the 99 PWC season.

In order to improve safety in PWC competitions, the committee examined all proposals made by the security working group and by individuals.

The spirit of the committee was to stay as open as possible to the different points of view, but also to construct something workable. The two keywords that lead all votes were "SAFETY" and "FAIRNESS" but it's true that the committee had also to include parameters like economy and logistic.

The 1999 season must be seen as a test year. Even if changes are already important, the PWC had to give time to pilots and manufacturers to adapt themselves.

A working group is already studying the possibilities which will permit to improve the rules and to manage gliders in a better way for the year 2000 or 2001.

The objective is to increase safety, to create only 1 class, called "D" class, This "D" class, still has to be defined by the working group which includes DHV, ACPUL, test bodies, manufacturers, test pilots & PWC representatives. Their work will include the gliders safety & harnesses, a certification particularly at speed & recovery from cravats & collapses. They will also define the requirements for pilot's skill.

GLIDERS in 1999

Creation of 2 classes « Open Class » (Prototypes & gliders with certification) & « Serial Class » (DHV 2/3 or AFNOR Performance) :

- **SERIAL CLASS (DHV 2/3 or AFNOR category PERFORMANCE)**
Each pilot flying with a serial class glider must bring a documentary proof of certification and the line plan of his glider.
The pilots have to use the type of harness corresponding to the glider's certification.
- **OPEN CLASS (prototypes and gliders with certification)**
Pilots flying with an « Open class » glider must bring to the competition's registration the following documents :
 - a) In case of using a certified glider (for example : AFNOR competition or DHV 3 glider) :
 - A documentary proof of certification and the line plan of his glider.
 - In case of using a certified glider (Serial or Open class), no modifications on the glider will be accepted. The glider must stay in conformity to the original model in each event.
 - a) In case of using a prototype, the needed documentation is :
 - 1) Each glider must have a serial number for identification.
 - 2) The shock & load tests (corresponding to the glider's model, not for each size).
 - 3) A manufacturer's certificate guaranteeing that the prototypes meets the AFNOR competition standards. *
 - 4) The line plan of the glider.
 - 5) The constructor's agreement for a nominated pilot to fly with this glider.

It is the constructor's responsibility to choose which pilots are flying with his prototypes.

It is the pilot's responsibility to have all the needed documentation. This documentation has to be shown at the competition's registration. Without this documentation, the pilot will be refused !

The prototype can be worked or improved between each event but the pilot is not allowed to make any modifications during the competition. If a modification has been done between 2 competitions a new line plan and manufacturer certificate guaranteeing that the prototype meets the AFNOR competition standards must be presented at the registration

The competition organiser, helped by the PWCA technical delegate, have to control some gliders during the event (the line plan is therefore the reference for the controllers).

In case of infringement, the sanction will be decided by the jury.

IMPORTANT : The Open class glider selection will be effective only after the PWC in Argentina (ancient prototypes are still accepted for this event). All points scored by pilots under any non "serial class" glider will count for the open class classification.

RULES

Really important changes were made in the rules : nearly all proposals that are improving safety were accepted. Only those who were non-realistic were refused. The fact is that most of the danger is coming from the need to use high speeds to win.

1) PWC points are disappearing.

Only "Sportive Points" on 1000 (based on time and distance) will be taken into account to make the classification. The scoring formula still has to be chosen by the PWCA working group.

Remark : this is a very important decision because it's also a change in the PWC spirit. The rank is abandoned to set the hierarchy.

2) **The final PWC ranking will be counted by ¼ discards**, that means that on 4 tasks run, 3 will count for the PWC overall ranking (see below).

Task run	Discards								
1	0	7	1	13	3	19	4	25	6
2	0	8	2	14	3	20	5	26	6
3	0	9	2	15	3	21	5	27	6
4	1	10	2	16	4	22	5	28	7
5	1	11	2	17	4	23	5	29	7
6	1	12	3	18	4	24	6	30	7

Remark : More tasks are counting now, so pilots can not easily waste tasks like it was before.

1) The Overall PWC winner

- One Overall PWC winner, which could be a « Serial or Open » class pilot or a female « Serial or Open class » pilot.
- One Overall Serial class PWC Winner,

- One Overall female PWC Winner.
- One Nation winner (only 3 pilots will scored on each task for their nation).
- One Constructor winner in each class (OPEN and SERIAL Class).

Each winner in each class wins with an equal statuts.

During the season, a pilot can change from Serial glider to an Open class glider but he can't go backwards.

IMPORTANT : At the first PWC registration, pilots will have to choose in which category they fly. If they fly with "Serial class gliders", they are able to change to the other category (Open class) at the following event, and to keep their points. But the opposite is not allowed (points earned in the Open class can never count for the Serial class).

1) The Task Committee

The task committee is now composed of **2 elected pilots + the Technical Delegate + the Meet Director**, This task committee will decide the task all together. Unanimity is required for the final decision. It is the responsibility of the task committee to inform themselves as fully as possible of the issues affecting all safety elements during the task.

At the beginning of the season the pwca committee will choose among volunteer pilots a pool of 10 who may be elected for the task committee in each PWC event.

1) Guideline for task setters

- The task setting committee has a key function in the proper enrolment of the competition, and in safe flying. To help the task setter and the pilot committee to fulfil this important and difficult mission, the PWCA asks the following :
- The local task setter has to prepare the following documents and send them to the PWCA Office at least 14 days before the competition starts.
- A description of the flight area, its characteristics. Especially a description of the valley wind systems for all typical meteorological situation.
- A map of the area with the location of possible danger zones, for each typical meteorological situation.
- A set of possible tasks for each typical weather situation, considering pilot's safety, sportive tasks, retrieval and publicity. This list should include at least 2 possible tasks for each main wind direction and for thermally good, medium and bad days.

1) Finish line management

To make the final glide more secure, the MD can choose to use two different goal lines :

When a pilot crosses the first line : his time is taken. Then, he must go on flying in order to cross the second line which will validate his performance. If he lands before the second line, he will only be credited from the distance flown and he loses his time points.

Remark : this forces the pilots to cross the first line high enough and increase security. The same line can be used twice but after the first is crossed, pilots need to turn around a turn point and come back to pass a second time the first line.

- 1) **Maximum N° of pilots in a PWC competition** : Each PWC event will be limited to a maximum of 110 pilots including 8 wildcards pilots, this is to decrease proximity in the air.
- 2) **Types of start** : 4 types of start can be used now : the new one is called “**clock air start**” : During the opened window, the organiser can change several times (for example : each 15 min) the ground marker (for example : a ground marker of 4 stripes) and each 15 min, he removes one stripe, so the pilots who want to start at that moment have to take a picture from the ground marker. This will avoid overcrowding at the air start. It is also possible to use this system beginning by a normal start and adding stripes.

Remark : the pilot has to remember his start time from the clock air start to fill the runreport in (otherwise organisers will need to wait until film development).

- 3) **Entry fee** : FF 1100.00 / Pilot or Sfr 275.00 / Pilot. No lunch Packets will be provided anymore.
 - 4) **Cancellation of a PWC registration** : Any pilot who has paid his entry fee and who doesn't come to the competition, without informing the PWCA Office at least one week before the competition starts, will not be reimbursed. We will refund a percentage of his entry fee, only if he can be replaced
- 5) **Prize Money** will be provided to the top 3 pilots in each class and then to the 3 overall ranked female pilots.. This prize money will be shared proportionally depending on the percentage of the number of participants in each class (Open & serial class). The minimum total amount is sfr 2625,00
- 6) An English speaking emergency doctor must be present on the competition site. The TD will check the available medical equipment before the beginning of each PWC event.

SAFETY IN FAI COMPETITION by Klaus Tänzler

In order to raise the safety standards, CIVL took action :

In 1998 a training session for CIVL stewards and Jury members took place. According to a decision of the last CIVL meeting, CIVL is going to accept from Mach 1999 for FAI competition only paragliders with a strength certificate from a CIVL approved test organisation.

But these steps seem not to be sufficient. After several accidents/incidents in PWC competitions in 1998 and in the Paragliding world championship in Piedrahita, the team leaders Martin Brunn (Austria), Yves Goueslain (France), Stefan Mast (Germany) and Martin Scheel (Switzerland) met with Olivier Burghelle (CIVL President) and Klaus Tänzler (CIVL working group safety and training).

The team leaders suggest that the organiser have to meet the demands listed below :

Organisers have to deposit a big amount of money and will get it back after the competition when the CIVL steward decided that all rules have been met. Changes in section 7 should be made to ensure :

Pilot qualification

The number of participants should be limited and the entrance qualification should be raised.

Task setting

The task setter has to consult a safety group elected by the pilots.

Task setting must avoid overcrowded thermals.

Provision for elapsed time measurement must be made : time factor should be reduced and the bonus for reaching goal should be raised within the scoring.

Start Gate or turn point photo should be taken high above the ground.

The reasons for and provisions for cancelling a task have to be defined

Professional wind dummies must be available.

Emergency medical provisions

An English speaking emergency doctor with proper equipment and an ambulance car must be available at take off and landing field. A helicopter equipped for mountain rescue must be on stand by. Cost for that should be calculated within the entry fee.

Safety standards for competition gliders

Several proposal how to raise the safety standards of competition gliders are under discussion. In Germany there is a working group working on a proposal for CIVL to define a special safety standard for competition gliders and a practical procedure for checks during the competitions. It would be independent from AFNOR or DHV standards.

A lot of PWC pilots seem to be in favour of the Robby Whittall formula 1 proposal.

PWC has already adopted for the 1999 season a set of changes in the rules to improve safety. they are attached in Annex 1.

Proposal for technical minimum requirements for hang gliders to be flown in competitions.

(written by Hans Bausenwein, email Hans@aerosport.de , chairman of German - Austrian working group for safety in hang gliding competitions)

Revision 1.1 December 16.1998

The first step in our attempt to achieve greater safety in hang gliding competitions is to introduce those technical minimum requirements and limitations, that are easy to follow and straightforward to be checked in any competition on any take off or landing site.

The proposal of the German-Austrian working group is:

1. minimum diameter on all rigging cables 1.9mm (1x19 ca. 380 daN)
2. rigging cables are only permitted to be fixed at a maximum distance of 10cm from the corners of the A-frame
3. maximum length / width ratio of aerofoil uprights 3/1 with a minimum diameter of 20mm
4. If uprights are made of material stronger than aluminium they have to be equipped with a weak link, designed for similar breaking strength as aluminium.
5. speedbar with integrated internal rigging cable
6. pilot hang loop and backup hang loop as sewn webbing with a minimum cross section of 20 x 2 mm
7. Personal equipment: helmet which complies with CE standard for hang glider or paraglider pilots; no mere "aerodynamic head fairings"=20
8. reserve parachute mandatory=20

The CIVL working group on sporting code section 7 is asked to ratify these rules to be valid for the 1999 hang gliding world championships at the CIVL meeting 5.-7. March in Denmark.

The second step in our attempt to achieve greater safety in hang gliding competitions will concentrate on pitch stability. Before minimum requirements for pitch stability of hang gliders to be flown in competition can be introduced, it will be necessary to have the new harmonized international pitch testing certification standard for hang gliders fully operating.

CIVL - Commission Internationale de Vol Libre

The proposal is to make the English translation of 'CIVL' the

'International Hang Gliding & Paragliding Commission'

While the direct translation of CIVL, is the 'International Free Flight Commission', when referring to paragliding and hang-gliding the term 'Free Flight' is rarely used and to most is very ambiguous.

A clear example of this, is that the FAI actually refers to CIVL as the 'International Hang Gliding Commission'.

Clearly the development and expansion of paragliding over the past 10 years has had a major influence and effect on our sport. The current name does not represent the thousands of paraglider pilots that are flying around the world. This proposal is made to simply mirror the changes that have affected almost every individual, association and country around the world and make the partnership between Hang Gliding and Paragliding more apparent. It also reflects the fact that term 'Free Flight' does NOT clearly show to the outside world the combination of two close yet distinctive forms of flight. (HG & PG).

This change in name would better reflect the key composition of our sport, give a clear lead to other associations currently going through the HG & PG merger issue, foster greater partnership and fulfil CIVL's long term aims, to better promote and develop our sport.

While it may be acceptable to refer to Paragliding as a class 3 hang-glider in Section 7, it does not reflect the true composition of our Commission/Sport or the general perception of paragliding, by pilots or the media. At present, a glance at the FAI web site or official FAI material does not suggest, without closer inspection, that Paragliding is in fact included in the Commission. Even a quick glance at the promotional literature for the World Air Games 2001, only goes to re-enforce how the organisers, media and public perceive our two sports.

We would therefore like to include this proposal for due consideration to the CIVL Plenary in March 1999.

The proposal is that :-

The official name of the Commission should remain as the 'Commission Internationale de Vol Libre' (CIVL) but that when the Commission is referred to in English, it should be as the 'International Hang Gliding & Paragliding Commission'.

We fully recommend that this change be agreed by the Plenary

Proposed by Howard Travers - UK Delegate - for and on behalf of the BHPA

CIVL Jury & Steward Incident Policy

This policy provides guidelines for censoring the conduct of competition participants with respect to their behaviour towards CIVL representatives at CIVL sanctioned meets.

These participants are competitors, team leaders and ground crew. The CIVL representatives are Stewards, Jury members or Technical directors. In addition other meet officials may be considered CIVL representatives under this policy.

In general, practical rulings and other decisions adversely affect the scores of one or more pilots . These pilots, their time leaders or team members may be angered by these decisions.

It is reasonable to expect argument and disagreement on the part of these individuals but abusive language and excessively load delivery are not acceptable

In addition physical abuse / threats / (hitting, kicking or spitting) is totally intolerable.

The following guidelines are provided for such abusive behaviour.

Procedure

A full report of the incident should be delivered to the CIVL bureau as soon as possible after the event. The report should be accomplished by the names and addresses of witnesses if any . The bureau or a specially appointed committee will review this report make enquiries and when necessary then choose a procedure from the following options

Lesser offences

These offences consist of excessively abusive language or hitting an official with an object not causing physical damage (liquids, paper, dirt etc.)

Punishment (in order of severity)

1. The offending individual and his/her Aero club receives a letter of reprimand from the CIVL
2. The offending individual is required to send a letter of apology to the offended official before he. she is allowed to participate in another CIVL sanctioned event.

Serious offences

These offences include hitting an official with fists feet or there body parts as well as hitting with solid objects (sticks, socks etc.)
or otherwise causing bodily abuse (tripping pushing etc.)

Punishment (in order of severity)

Note . the punishments in the lessor offences may be invoked as well as the following .

1. The offending individual may get a point reduction from his or her score. If the offender is a team leader, the point reduction may be for the entire team's overall score.
2. The offending individual may be banned from CIVL sanctioned events for a specific period of time including forever.

Meet director has the power to immediately ban . disqualify a pilot for physical attack on any official

Abusive behaviour is considered un-sportsman like conduct and should be treated as such. Like wise abusive behaviour on the part of CIVL official is considered un-professional conduct and will be dealt with a similar manner as the above.

Punishment will be elimination of the official from the roster of acceptable Steward, Jury or Technical Directors.

May you have the hindsight to know where you have been
and the foresight to know where you are going
and the insight to know when you gone too far