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**Minutes**  
of the  
**CIVL Autumn Bureau Meeting**  
of the  
**FAI Hang Gliding & Paragliding Commission**  
held in  
**Kranj, Slovenia**  
on **September 25 to 28, 2018**

*Maison du Sport International  
Av. de Rhodanie 54  
CH-1007 Lausanne  
(Switzerland)  
Tél. +41 (0)21 345 10 70  
Fax +41 (0)21 345 10 77  
E-mail: [sec@fai.org](mailto:sec@fai.org)  
Web: [www.fai.org](http://www.fai.org)*

# FAI Hang Gliding & Paragliding Commission (CIVL)

## Bureau Meeting, Kranj, Slovenia

### September 25 to 28, 2018

**Present:** Andy Cowley, Goran Dimiskovski, Igor Erzen, Stephane Malbos, Zeljko Ovuka, Jamie Shelden, Mitch Shipley

**Invited:** Elena Filonova, Riikka Vilkuna, Jun Zhang

## 1 - 2018 COMPETITIONS

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### Review of 2018 Cat 1 and Test events

- PG XC Pan American – Baixo Guandu, Brazil
- HG 1 European/HG 5 World – Krushevo, FYR Macedonia
- PG XC European – Montalegre, Portugal.
- PG Accuracy Asian-Oceanic – Saraburi, Thailand
- PG Accuracy European – Kobarid, Slovenia
- HG 1 World Test Event – Friuli Venezia Giulia, Italy
- PG XC World Test Event – Krushevo, FYR Macedonia
- PG Accuracy World Test Event – Vrsac, Serbia

Issues addressed have been listed in different parts of these minutes. Some will end up in proposals to the Plenary.

### Analysis of Live Trackers Scheme

4 events covered:

- HG 1 European /HG 5 World – Krushevo, FYR Macedonia
- PG XC European – Montalegre, Portugal
- HG 1 World Test Event – Friuli Venezia Giulia, Italy
- PG XC World Test Event – Krushevo, FYR Macedonia

No problem in global organisation. Very few failures of instruments.

We need to write guidelines to describe the scheme, including... LT Manager role: who pays what and what for. How LT have to be used as a safety tool (dedicated staff from the opening of the take-off window and on).

Also requested: stop track recording after landing.

### Analysis of Accuracy Target System

1 events covered:

- PG Accuracy European – Kobarid, Slovenia

All pads used. Wind system appreciated. A few problems with humidity. The scoring software failed and needs to be developed. To be addressed with Texair.

## 2 - 2019 COMPETITIONS

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- PG Accuracy World – Vrsac, Serbia – May 17 to 25

Competition could be extended 1 or 2 days. Entry fee could be raised slightly. Bureau will have to take the decision, to be approved by the Plenary.

- HG 1 World – Friuli Venezia Giulia, Italy – July 12 to 27

Meet Director position to be confirmed.

- PG XC Euro Test – Nis, Serbia – July 29 to August 3

To be scored with SeeYou.

- PG XC World – Krushevo, FYR Macedonia – August 5 to 18

To be scored with SeeYou if the software is 100% reliable. If not, another software will be authorised by Bureau decision.

- PG Accuracy European Test – Romania – October 2 to 6
- PG XC Asian Oceanic Test – Bright, Australia – December 5 to 12
- PG Accuracy Test WAG – Turkey

Needed. Dates and format to be defined.

- PG Aerobatic Test WAG – Turkey

Needed. Dates and format to be defined.

- PG and HG XC Test WAG – Turkey

Needed. Dates and format to be defined.

### **3 - 2020 NEW BIDS**

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#### **HG XC USA Bid: Groveland, Florida, USA – April 19 to May 1**

- 2nd FAI Sport Class World
- 14th FAI Women's World
- 9th FAI Class 5 World
- 21st FAI Class 2 World

Agreed on principle. Eligibility to compete in Class Sport to be the same as for Class 1 (reference to the Sport WPRS only). Bid to be checked and discussed before final Bureau approval.

Test event: March 23 to 30, or April 13 to 19, or April 20 to 27, 2019.

#### **HG XC Pan American – Big Spring, Texas, USA – August 2 to 14**

- 1st Class 1 Pan-American

Agreed on principle for Class 1 only. A Cat 2 meet in different Classes could be run at the same time. Bid to be checked and discussed before final Bureau approval.

Test event: August 3 to 10, 2019.

#### **PG Accuracy Asian – May 27 to June 4**

People in key positions to be chosen in agreement with the organisers before Bureau takes the decision to allow it.

Test event: June 22 to 25, 2019.

### **4 - GENERAL ISSUES**

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#### **High Level Management**

When high-level management structure in the running of Cat 1 events is identified as a problem, Bureau needs to be more proactive and take some control if necessary.

#### **New WPRS class**

Bureau does not support recognising Tandem competition and ranking them in the WPRS in both XC and Accuracy.

#### **Sanction Fee Deadline.**

Because of money transfer issue, competitions may appear on the calendar after the 30-day deadline. It is hoped that the new registration system (see Software Development) will help solve the issue.

#### **Steward and Jury reports**

Review whom they are sent to, and how they are disseminated and archived

## 5 - XC ISSUES

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### **Accepted Instruments**

Many thanks to the Working Group for its outstanding work. Latest update given. Requirements and list published. Bureau wishes that the Working Group stays alive, so the requirements and list are kept updated.

### **Distance Measurements and Tolerances**

Joerg Ewald evaluated both 2018 XC Cat 1 (simulation of tolerances at 0.2, 0.1 and 0.05) and came up with recommendations that Bureau accepted.

### **Joerg Ewald Trip to Krushevo and Montalegre Euros**

They are considered a success as Joerg helped pilots understand changes and resolve software issues. In the future, if such mission is to be renewed, it has to be better prepared and approved.

### **Alternate Scoring Systems**

Bureau does not support the Time Base Scoring in PG XC Cat 2 events. Such ultimate simplicity encourages speed and speed is dangerous.

### **Minimum Number of Pilots in Cat 2**

Currently none. Can we really consider that an event with 1 pilot is a competition?  
To be discussed by the appropriate Committees.

## 6 - PG XC ISSUES

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### **FTV**

It is suggested that FTV is limited so the score of one-task maximum can be erased.  
To be discussed by the appropriate Committee.

### **WPRS and Ta Parameter**

Ta parameter is influenced by a number of GAP points of the task, something PG does not have, which means that organizers can play with minimum GAP factors to influence Ta. Should minimum GAP parameters be defined or not?  
To be discussed by the appropriate Committees.

### **CCC**

- Good feedback on the current situation. The gliders are safe.
- The PWCA authorising prototypes under strict conditions is a good way to move forward for all manufacturers.
- The current text for requirements needs cleaning up and simplifying.
- A requirement Technical Table has to be created.
- The future remains unknown and CIVL have to follow closely the evolution of CCC gliders so they remain as safe as possible.

### **Length and Timeframe of Competition**

Standardisation is discussed. PG is a mature sport and some hope that, like in most sports, format and length should have some unity.

### **Create 2 PG Classes: Sport and Elite**

'Big' Cat 2 competitions can be very successful, but mixing pilots with gliders of very different performances is causing safety concerns.  
Bureau will initiate a reflexion on making mandatory the splitting of all competitions in 2 groups with different tasks. They could be: Sport (EN A-B-C) and Elite (EN B-CCC). Corresponding WPRS would be built.

### **Leading Points %**

Doubling the % of leading points did not spread the gaggles as expected, but quite the opposite. A global evaluation of leading points needs to be done.

### **Tracklogs**

Locking the visualisation of tracklogs should be possible for easier comparison between them.

### **Task and Safety Committee**

Members should not be in the top 10 of pilots, especially when flying in mountainous areas or weather are considered as marginal safety-wise.

### **Women**

Allowing women to fly with bigger gliders improved both their results and their safety.

## **7 - HG XC ISSUES**

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### **Class Sport 'Eligibility to Compete'**

The general idea is to follow Class 1 rule and adapt it to Class Sport. For now, the Class Sport rule will be in the local regulations, not S7.

### **WPRS and GAP Parameters**

New value for Ta has been approved but are not implemented yet. It will be in 2019. The HG Committee should reconsider GAP parameter, especially the round-to-1000 function.

## **8 - PG ACCURACY ISSUES**

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Bureau followed the issues currently discussed in the Committee. Some of them were also discussed in a pilots' meeting during the Kobarid Euro.

- Eligibility to compete in Cat 1 and use of the WPRS as a reference
- Maximum number of pilots, team size, allocation
- Length of competition, number of rounds per day
- Equipment checks: gliders, helmets, harnesses, shoes
- Slippery target and reflly
- Target on raft
- Judges ID and registered 'career'
- Number of judges
- Involvement of Meet Director in Judges decision
- Video evidence standard
- Pilot's signature
- Scoring program
- Rules for badges and records

Committee's proposals will be pushed to the Plenary

Bureau also discussed:

### **2019 World Championship in Serbia**

Eligibility to compete, allocation, team size, length of competition, entry fees...

Bureau decision on these matters, to be published in the local regulations in mid-December, then to be approved at the plenary.

## **PGAWC**

Final warning has been given before suspending PGAWC events for one year if organisers don't respect Cat 2 rules. Bureau confirms this policy.

## **Estonia**

Conflict with the NAC President is affecting Accuracy Judges and Cat 2 in the area. FAI is informed. Not much we can do but hope for better days.

## **9 - PG AEROBATIC ISSUES**

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### **Judges**

They are hard to find. Training seminar planned for May-June 2020. Battle format regulation to be discussed and finalised.

## **10 – BUREAU PROPOSALS TO THE PLENARY**

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Bureau decided to push to the Plenary these proposals to solve current issues...

### **Cat 2 Sanction Fee Refund**

Specify that refunds for cancellation are accepted only when request is received before the supposed start of the event. Systematically suggest that money be kept for future events (to lower bank transfer fees).

### **Allocation**

Allocation needs to be done by CIVL, not by the organisers. Precise guidelines needed on how the pilots' file is organised and how payments are processed.

When a defending champion request a Wild Card, this must be done before the 1<sup>st</sup> allocation.

### **Screening Committee**

CIVL Steward to overlook all exemption requests and liaise with the Screening Committee.

### **Steward Nationality**

Allow Stewards to be of the same nationality as the organisers.

### **Opening and Closing Ceremony**

New Guidelines to be written. S7 to refer to them. If the Closing ceremony is also the last competition day, the task/round/run setting should take this in consideration and leave enough time between the expected last scoring and the ceremony so eventual complaints and protests can be processed.

### **Publication of Results Official Notice Boards**

S7 to show clearly that results may be sent electronically, but that results published on the official notice board are the only official reference. All results published to show time of publication and version. Results' switch from provisional to official should be more strictly defined (automatic if there are no complaint or other outstanding issues).

### **Complaint and Protest**

Complaint and protest deadlines on the last day must be better detailed.

Deadlines used in all recent local regulations to be included in S7.

### **XC Tracklogs Ownership**

The FAI has the right to use all flight data collected in 1st and 2nd Category events and in submitted record attempts.

Also refers to the following link <https://www.fai.org/privacy-statement>.

### **XC Accepted Instruments**

In Cat 1, the Accepted Instrument list is frozen before the 1<sup>st</sup> task starts.

### **XC Live-Tracker/Back-up GPS**

Clean-up current text and describe the current situation.

### **XC Distance Measurements and Tolerances**

Tolerance is set at 0.1 in 2019 Cat 1. The recommended setting for Cat 2 remains at 0.5.

### **XC Time Points**

In the calculation of time points, pilots who made the ESS but not goal are not considered.

### **XC Day Quality**

Day quality to consider also the points of the winner of the day.

### **XC WPRS Pilot's Quality**

100%, not top 50%, are considered when defining Pa.

### **HG XC Ordered Launch & Push System**

More detailed explanations needed.

### **HG XC Cat 2 Multiclass Event**

Each Class is scored and ranked individually.

## **11 - SOFTWARE DEVELOPMENT**

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### **Naviter SeeYou**

Current version has been given to 4 testers and past competitions will be scored with it. If results are deemed OK, SeeYou will be released within one month. The Plenary will vote on final approval and SeeYou will be used for our 2019 Cat 1 is no further issue comes up.

### **Sporting Licences Database**

The DB is being cleaned up and upgraded. Work under way.

### **Cat 2 Application and Publication on the FAI Calendar**

A new automated system is being built. Work under way.

### **Event Management System Software**

Registration, results publication, automatic rankings... Bureau worked on the requirements. Elena will finalise them. Once the project is well described, bids to build it will be opened. CIVL to finance part of it.

### **Incident reports**

A new software could be integrated in the Event Management System (see above).

### **WPRS**

Needs to be rebuilt from scratches.

### **Merging Databases**

In the long-run, CIVL and FAI databases should be merged and all CIVL IT (WPRS, XC Online Contest...) migrated to FAI IT space.

## **GDPR requirements**

They will have to be integrated in the new software.

## **12 - COMMUNICATION**

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### **CIVL Bronze Pins**

Bureau approves that they can be given to volunteers in Cat 1 events as a token of recognition for their work.

### **FAI Website and Calendar**

Work still in progress with many issues unsolved.

### **Numbers, Names and Nation Flags on Gliders and Pilots**

Wished for better communication, but the perfect sticky material remains to be found. Issue to be discussed at the Plenary Open meetings.

### **Contacts of Record-Breaker Pilots**

Due to privacy issues, FAI staff refuses to give contacts of record breakers. Check with FAI how personal information can be legally shared. Suggested: modify the application form so when you claim a record you allow FAI to use personal info for communication purpose.

### **Facebook Report**

Positive. Over the latest 8-month period, an average of 50,000 users' Reach and 5,000 interactions per month.

## **13 - SHORT-TERM PROJECTS**

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### **Supporting PG XC in Asia**

Bureau agrees that supporting the implementation of a suitable competition scheme in Asia may be the best way to develop the discipline.

- 1st step would be to agree on the concept and find a legal entity to make it a reality.
- 2<sup>nd</sup> step would be to organise a XC seminar for organisers around an already existing event. A few organisers would be hand-picked and trained to lead the future events. The seminar would be open to other organisers.
- 3<sup>rd</sup> step would be presenting the concept to pilots during a high-level competition.
- 4<sup>th</sup> step would be to start a small competition scheme, then organise other seminars and build a larger competition scheme.

CIVL role would be to politically support the project: be present at meetings and seminars; be the in-between with NACs and the Air Sports Federation of Asia..

### **Archives**

We need to start building them. They will be both a tool and our memory.

Cat 1 XC IGC file would be stored for one year.

FAI to be contacted to find the best storing and access solution.

## **14 - LONG-TERM PROJECTS**

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### **One FAI Project – Decision Process**

Project explained and discussed.

Bureau agrees on the concept. A lot more work is needed, especially in consideration of the spread of responsibilities (who does what).

## **One FAI Project – Sporting Licences**

Project explained and discussed.

Bureau agrees on the concept. A lot more work is needed, especially in consideration of NAC control and revenue.

## **Air Games Series**

Current project explained and discussed.

CIVL will make no more proposal as long as ASC are not really taken into account in the definition of the global project.

## **‘Cat 3’ Events**

The idea is to rank all pilots with or without SL and all events even the ones that are not on the FAI calendar. A handicap would apply to non-FAI pilots or events.

The project is suspended until we know more about the new Sporting Licences scheme.

## **15 - 2020 WORLD AIR GAME**

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- Bureau agrees on a base of 30 pilots per discipline.
- CIVL to decide on selection criteria. NAC to decide on pilots' selection.
- Test events are needed in all disciplines.
- CIVL want to send full teams of its best Officials to deliver a spotless competition.
- Igor Erzen for Ölüdeniz, Goran Dimiskovski for Denizli are our WAG Liaison Officers. According to FAI, their role will be terminated on the day the WAG starts. Bureau agrees that they should be then the Meet Directors: Igor for Accuracy, Goran for XC. Claudio Cattaneo will be MD for Aerobatic.
- Levels of stipends for CIVL Officials must be decided before CIVL commits to anything.

### **In Ölüdeniz**

Accuracy: 2 Men and 1 Women per Team. 9 top-ranked teams plus Turkey.

Aerobatic: as per a World championship: open to all that can qualify.

### **In Denizli**

PG XC only: 2 per Team. 14 top-ranked teams plus Turkey.

### **In Kayseri (preferred)**

PG XC: 2 per Team. 14 top-ranked teams plus Turkey.

HG XC Class 1: 2 per Team. 14 top-ranked teams plus Turkey.

## **16 - THIS AND THAT**

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### **Serbia and Kosovo**

Political conflicts between Serbia and Kosovo, with unknown potential developments. In 2019, we have 1 PG Accuracy World and one PG XC Test event in Serbia. Issue to be addressed by FAI at highest level.

### **2019 Plenary**

Confirmed in Lausanne, January 31 to February 3, 2019.

Usual organisation and schedule: Open meetings at FAI HQ, Plenary at Moevenpick.

### **Next year Bureau elections and further**

Bureau discussed how to build a better team.