



FAI Hang Gliding & Paragliding Commission (CIVL)

Minutes of the Plenary Meeting 21-22nd February 2003 Sinaia, Romania

There was a short memoriam for Ann Welch, Walter Neumark, Gerard Blandin, Henrik Jensen

Roll Call, Apologies & Proxies

Apologies : Mr. E.Liassis(Cyprus), China, Australia
Norway & Canada sent voting representatives.

The roll call of delegates followed with the following countries present or represented by proxy.

Australia, Brazil, Canada, Croatia, Denmark, Finland, France, Germany (proxy for Austria), Greece (with proxy for Cyprus), Iceland, Italy, Japan, Lithuania, Netherlands, Portugal, Poland, Rumania, Slovenia, Spain, Sweden, Switzerland, Turkey, UK, USA

26 votes (14 majority, 18 – 2/3)

Agenda was approved without comment.

Modifications to CIVL Internal Regulations (Annex 1)

Unanimously approved.

Approval of Minutes of 2002 Plenary meeting

Amended – Budget. A contribution to the DHV was agreed but kindly declined the offer. With this amendment the minutes were unanimously approved.

Report of the CIVL President (Annex 2)

Approved unanimously.

The Guatemala delegates arrived **27 votes**

Report of the FAI Secretary General

Thierry Montigneaux reported on behalf of Max Bishop on several issues and items concerning the FAI, as follows :

The World Air Games:

- At the last General Conference in Croatia, the FAI determined to proceed with the next World Air Games based on development of a new format for the event.
- The new event will be downsized and focus on media opportunities.
- Bids for the new event will be received by mid-year with a decision on venue to be made by the FAI Executive Board in the Fall of 2003.
- Plans are for the new event to have professional management.

Other matters

- Jean-Marc Badan <jmb@fai.org> joined the FAI staff in April 2002 as Promotional Manager.
- Special efforts are being made to recognize 2005 as the 100th anniversary of FAI including development of a new logo for the organization and the preparation of a book on the history of FAI.

Bureau Proposal to facilitate new continental championships

The validity of having a championship with only 3 teams was questioned. Also whether all teams who attend a meeting should actually get medals.

The Bureau proposal has been approved.

Review of the 2002 Championships

World HG Female & Rigid in Chelan, USA

There were major difficulties but the meeting was successful because the flying and task setting was excellent. Part of the problems were because there was no pre-competition and CIVL apologised that it had not been more insistent on this.

European HG in Slovenia

An excellent competition and the organisers were congratulated. Several amendments were proposed for section 7.

European PG in Slovenia

The competition was very successful except for the sad death of a competitor. CIVL are still waiting for the report from the Slovenian authorities, although this has been promised by next week.

HG subcommittee report & proposal (Annex 3)

All points were briefly discussed and it was unanimously approved. As an addendum the local regulations of Brazil (HG worlds) and Austria (Class 1,2,5) were approved, voted upon and passed unanimously. Regarding the European Championship which will be in Millau, the Plenary didn't get the local regulations from the organisers.

PG subcommittee report. (Annex 4)

Xavier Murillo read the report. There was some discussion of qualifying via a Cat 2 competition & use of a questionnaire, but it was unanimously approved.

Accuracy Report (Annex 5)

Riikka Vilkkuna reported that although the competition was not valid, due to rain, the organisation and area looked good.

It was unanimously accepted.

Also the revised accuracy rules were accepted and these were incorporated into Section 7 except where they duplicate existing rules.

Selection procedures to enter a Cat.1 meet

These had been discussed at length in the HG & PG subcommittees as well as Section 7, so no more discussion entailed.

Records, Badges & Flight verification sub committee

Anestis Paliatsos agreed to take over as head of this sub committee. Our world record rules need to be re-written. It was pointed out that approved barographs for badge & record flights have not been updated since 98/99. The increments to existing records are now out of date and need revision. Also protocols for GPS verification of records are required.

Presentation of bids

Bids were presented for the following:

Paragliding Worlds Championships 2005; France (Morzine) & Brazil (Governador Valadares)

Hang Gliding World Championship 2005; Australia (Hay) & USA (Florida).

The paragliding subcommittee made some suggestions as to bid evaluation and the Brazilians requested the opportunity to reply. They have been granted the authorisation to circulate a written answer

Jorg Vogel made a short presentation about the Championships awarded to Austria for the Women's Worlds and Class 2 & 5 Worlds 2004.

Anestis Paliatsos then read a short report of progress on the Greek European Championship.

Safety & Training subcommittee report (Annex 6)

Klaus Tanzler made a presentation about the European Hang Gliding & Paragliding Union. Their website is at www.ehpu.org and deals only with safety & Training matters. Serial Class was mentioned but detailed discussion was deferred until Saturday morning. It was unanimously approved.

WPRS PG & HG working group

Paula Bowyer gave a brief progress report. At the moment entering the PG data is very time consuming. It was agreed to empower the Bureau to spend some money to try to get a programme to import data into the scoring system. There is also a problem with scoring validation and RACE. Paula will write a report of the problems with the new PRS. Stefan Mast offered to arrange for a simple conversion program to be written to convert PWC results to Race format. Angelo Crapanzano will coordinate the project of data importation, scoring validation and other difficulties. The WPRS has yet to be run concurrently a full year before the plenary can decide on its true value. When these 2 ranking are available on the CIVL Web site it will be announced via CIVL Info

Action: Paula Bowyer, Angelo Crapanzano

Class Definition Group

Class definitions seem to have been widely accepted. It was proposed to allow Class 5 to set its own World Records in both Class 2 and Class 5.

Agreed, with 2 abstentions.

DHV Online Contest

A very interesting presentation was made by Rudl Buerger about the DHV Online contest. Details are on the website www.dhv.de

Aerobatics working group report (Annex 7)

Olivier Burghelle read a short progress report. At the moment only paragliding is being developed but Hang Gliding may be added soon. Questions were raised about liability. He asked for approval that he could continue his work in developing this.

It was agreed with 7 abstentions

Saturday

Roll Call

Canada, Croatia, Denmark, Finland, France, Germany, Greece, Guatemala, Hungary, Iceland, Italy, Japan, Lithuania, Netherlands, Poland, Portugal, Romania, Slovenia, Spain, Sweden, Switzerland, Turkey, UK, USA.

26 votes including proxies.

Nordic Proposal

Point 1.

Mark Presson spoke in favour emphasising it was the concept of a safety issue we were voting on.

It was defeated 13 against, 10 for, 3 abstentions

Point 2.

A longer discussion ensued whether safety would be improved, but the idea was the top 2 or 5 pilots in every country will still want to compete on the latest wings but the proposal will give pilots who don't want to compete on a prototype a chance to do so. There would be 2 titles of World Champion.

It was defeated 14 against, 7 for, 5 abstentions

Brazil arrived making **27 votes**.

Voting on bids

Brazil won the PG World Championship 2005 bid - Brazil 15, France 12,

Australia won the HG Worlds 2005 bid - Australia 14, USA 13.

Section 7

It is an aim to split up section 7 into separate parts – Hang Gliding, Paragliding, Records etc. They will be sent to delegates for comment before the Plenary meeting next year.

Action: John Aldridge

The changes were read out and accepted with little comment. Although the proposed changes had been published on the website, the HG & PG Subcommittees had made some alterations after their meetings, and these were highlighted.

They were accepted unanimously.

Future of the WAG

Olivier outlined the proposals for the new format. Attendees wanted the opportunity to read these proposals. Urs Durbach made a suggested format for PG which was voted on and accepted. Each dossier was then voted on and were accepted unanimously with the exception of the Aerobatics which was accepted but had 7 abstentions.

Budget

Admin sundries includes 1000 euros for Xavier Murillo to rewrite the Organiser guidelines for competitions. The fee will be shared with the World Cup. The accounts and budget (2004) were unanimously accepted.

Eva Menyhart competition

There was a short presentation about this competition which is held in memory of a pilot sadly killed three years ago.

Presentations of awards

A citation was read for Yusuke Yamazaki & it was unanimously voted to award it to him. A citation was read for Dennis Pagen and he was awarded an FAI Sports medal. A gift of an FAI paperweight was presented to Leonard Grigorescu in recognition of his hard work in organising this meeting.

Election of Officers

President – Olivier Burghelle was re-elected unanimously

Vicepresidents

Elected were:

Aldridge

Grigorescu

Koetsier

Torkelsen

Zupanc

No volunteers for treasurer were forthcoming.

Secretary – Leonard Grigorescu was re-elected.

Date & Location of next meeting

Fri 27-Sat 28 February 2004 for the Plenary, with Thursday 26th as working groups.

There were bids from Guatemala & Croatia. Croatia was chosen and it was voted by a 2/3rds majority to go there.

Note: For unforeseen reasons the dates of the Plenary have been modified and are the following:

Plenary Friday and Saturday 20/21 February 2004

Sub committees Working Groups sessions on Thursday the 19th February

Annex 1

CIVL Internal Regulations

(updated 21 February 2003)

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1. GENERAL PROVISIONS

1.1. Constitution

The International Hang Gliding Commission (CIVL) is a permanent Commission of the Fédération Aéronautique Internationale (FAI), established to be responsible for all matters related to Hang Gliding and/or Paragliding. CIVLs work shall be in accordance with the [FAI Statutes](#), the [FAI By-laws](#), the [General Section](#) of the Sporting Code and these Internal Regulations.

1.2. Organisation

CIVL shall comprise:

- a. The Plenary Meeting (PM). This is CIVL's governing body.
- b. The CIVL Bureau. Elected by the PM.
- c. Subcommittees.

1.3. Language of CIVL

The working language of CIVL is English and all documents, minutes, rules etc. shall be prepared and/or presented in English.

1.4. Certificates of proficiency

CIVL recommends that each FAI Member accept and recognise the FAI/CIVL International Pilot Proficiency Identification (IPPI) Card together with a Certificate of Proficiency issued by another FAI Member as being sufficient to permit Hang Gliding or Paragliding activity in their country.

1.5. Awards

CIVL may award medals, diplomas etc. in accordance with the [FAI by-laws](#). The qualifications and procedures for the awards under the authority of CIVL are set out in the annexes.

1.6. Revisions of the internal regulations.

These Internal Regulations shall be automatically revised in accordance with any change in the [FAI Statutes](#), [by-laws](#) and the [General Section](#) of the Sporting Code.

1.7. Amendments to the internal regulations.

Amendments to the internal regulations requires a 2/3 majority in the CIVL plenary meeting.

2. MEMBERS ([BL 5.3](#))

2.1. CIVL composition

CIVL is composed of Delegates and/or Alternate Delegates appointed by FAI Members in accordance with FAI [by-law 5.3](#). All Delegates and Alternate Delegates are representatives of their respective FAI Member and each statement, motion and proposal made in CIVL proceedings is made on behalf of the FAI Member and is thus representative of Hang Gliding and Paragliding in that country.

2.2. CIVL Officers & Officials

All CIVL officers and officials must have the support of their national FAI member.

3. PLENARY MEETINGS

3.1 Authority ([BL 5.7.3](#)) The Plenary Meeting is the policy and decision making body of CIVL and authority for any procedures or actions may only come from the Plenary Meeting (see also [4.3](#)).

3.2. Timetable & Schedule

The Plenary Meeting shall normally take place over a two to four days period (including a weekend) in February or March each year. It shall be preceded by or include Bureau and Subcommittee meetings. The schedule and timetable for meetings shall be established by the President of CIVL.

3.3. Location ([BL 5.6.3](#))

The FAI [by-law 5.6.3](#) states that CIVL shall normally meet at FAI Headquarters. However provided a two thirds majority, CIVL may meet in other locations, which shall be selected by means of a vote on hosting proposals made by Delegates. The host organisation must provide gratis sufficient meeting facilities with normal AV equipment, at least one computer with printer and a copy machine. The host organisation must also pay all travel and subsistence costs of one FAI staff member who may be directed to attend by the Secretary General of the FAI.

3.4. Notice of the meeting

Notice of the meeting shall be circulated by the CIVL president at least 75 days before the meeting.

3.5. Agenda

3.5.1. Proposals for the Agenda

The Agenda will be established by the CIVL President. Written proposals for inclusion on the Agenda should reach the FAI Headquarters or CIVL President no later than 60 days before the date of the meeting. The Plenary meeting cannot make final decisions on items that do not appear on the Agenda ([by-law 5.6.4](#)).

3.5.2. Circulation of the Agenda

The agenda and information for convening the meeting shall be sent out at least 45 days before the date fixed for the meeting.

3.5.3. Contents

The Agenda shall contain at least the following items:

- a. Minutes of the last meeting
- b. Written reports from the :
 - CIVL President on his activities and the activities of CIVL since the last meeting.
 - Secretary General of the FAI on the activities of the FAI since the last meeting. This report may be presented by the CIVL president if the Secretary General is unable to attend.
 - Chairman of each CIVL Subcommittee.
 - CIVL Treasurer including audited accounts for CIVL.
- c. Reviews of past championships.
- d. Bids for future First Class events.
- e. Budget for CIVL.
- f. Election of the President, the Vice Presidents, the Secretary, the Treasurer.

3.5.4. Items for discussion

Except as provided in [§ 3.7.2](#), only items that appear on the agenda distributed 45 days before the meeting can be discussed and decided upon in the Plenary Meeting. Proper underlying documentation should be circulated with the agenda.

3.5.5. Report Summaries

A summary of any report given during the Plenary Meeting, highlighting the important points, should be given to the CIVL Secretary before the end of the Plenary Meeting.

3.6. Bids for First Class events

3.6.1. Three years before the competition

Notice of Bids should be received by the CIVL meeting three years in advance of the competition. They will at that stage only be recognised by CIVL. This notice of Bid should be in writing with personal presentation and supported by a letter of confirmation of bid from the NAC. It should include information on arrangements for pre-worlds or rehearsal competition. This 3 year notice is advisable but not mandatory. If not made the bid must comply directly with the 2 year bid requirements below.

3.6.2. Two years before the competition

The bid should be received by the CIVL at least 60 days (see [3.5.1](#) and [3.5.3](#)) before the CIVL meeting two years ahead on the competition. Fully detailed bid (see [3.6.5](#)) presented personally, at the CIVL meeting, plus a letter of support from the local authority of the area in which the event is to be held.

The Meet Director should be present and, for Worlds, if possible a senior representative of the Local Authority. For Continentals the representative need only attend when the event is in the continent of the NAC making the bid.

The bid must be accompanied by a site report from a nominated CIVL inspector if the site or organiser is new. As with all other expenses related to the bid, the cost of the site report is the responsibility of the organiser.

The plenary meeting will award the competition to one of the applicants, if they are qualified.

3.6.3. The year before the competition

Presentation of the Local Regulations, Entry forms, financial and media arrangements and names of key officials.

3.6.4. If a championship was not awarded

If CIVL was not able to award a scheduled championship 2 years ahead of the competition, the CIVL bureau should try to find an organiser. If an acceptable organiser is found and he delivers a bid the bureau may award the competition to this organiser. This decision is subject to approval of the CIVL plenary meeting.

3.6.5. The bid

A bid shall include:

- The items required by the checklist for bids in section 7., and as a minimum:
- Safety measurements
- A description of the competition that are planned including sites, normal conditions, previous competitions, planned entry fees, the meet director experience etc.
- A written approval from the FAI member concerned.
- A deposit of 500 Swiss Francs must be paid to CIVL with each bid. This money is refundable if the bid fails. This sum is considered to be a portion of the entire sanction fee.
- Draft local regulations.

3.6.6. Approval of bid

On approval of the bid the contract between the Organisers and CIVL must be signed within three months. In any case it must be signed not less than 9 months before the event.

3.7. Meeting procedures

3.7.1. Seconding

A vote on any item on the Agenda (or any amendment thereto proposed before or during the meeting,) shall be valid, provided the item has been moved and seconded.

3.7.2. Items not on the Agenda

Any item not on the agenda may be discussed only if agreed to by at least two thirds of the Delegates present or represented by proxy.

3.8. Voting rights ([BL 5.5](#))

In accordance with [FAI by-laws 5.5](#) each FAI Member shall have one vote, to be exercised by its Delegate. In case the Delegate is unable to exercise this right, the Alternate Delegate may vote on behalf of the Delegate. If no Alternate is available or present an FAI Member may appoint a proxy from among the other Delegates or Alternates. The Delegate or Alternate of any one FAI Member may hold and exercise a proxy vote on behalf of only one other FAI Member. Such proxy delegation of voting rights shall require written notification to the CIVL President before the commencement of the Plenary Meeting and acknowledgement by the Delegate or Alternate accepting such proxy delegation. The notification shall be signed by the General Secretary or President of the relevant FAI member.

3.9. Voting at meetings ([BL 5-5](#))

Postal voting is not permitted. Voting shall take place either by a show of hands or a secret vote. A vote shall be secret if requested by one Delegate. When a secret vote takes place

1) any ballot paper marked so that the source can be identified shall be considered invalid

2) any unmarked ballot paper shall be counted as an abstention.

Except as provided by 5 1.7, 3.7.2 and 7.4 decisions shall be taken on a simple majority vote of the Delegates present or represented by proxy. In the event of a tie in two successive votes (excluding abstentions) the President shall cast a deciding vote without appeal.

3.10. Amendments

Any proposed amendment to an item under discussion may be made verbally or in writing. If requested by the CIVL President or any Delegate it must be made in writing and will be read out by the CIVL Secretary before a vote is taken. An amendment proposal requires a seconder to be considered.

4. CIVL BUREAU ([BL 5.4.1](#))

4.1. Composition

The Bureau will have the following members:

- the President
- the Vice Presidents,
- the Secretary and
- the Treasurer

All bureau members shall have a vote in Bureau sessions. Except as provided in § 5.3.2, Bureau Members may not be represented by others.

4.2. Meetings

The Bureau shall meet at least once a year immediately before the Plenary Meeting. It may meet at other times as decided by the President or be consulted in writing by the President. The president may invite guests to the bureau meetings. Such guests shall have no voting rights.

4.3. Duties and powers ([BL 5.4.2](#))

The Plenary Meeting may delegate to the Bureau certain responsibilities. These shall be precisely defined by the Plenary Meeting and the decisions will be taken by majority agreement of Bureau members. Matters with a perspective beyond the next Plenary meeting shall be subject to subsequent ratification by the Plenary Meeting and may be modified or repealed by CIVL.

4.4. Authority

The Bureau has full authority for any reasonable action necessary to discharge the responsibilities of CIVL, subject to:

- a. Any limitations within the FAI Statutes, by-laws and these internal regulations
- b. Any specific limitations imposed by the plenary meeting
- c. Limits specified within the CIVL budget.

4.5. Bureau quorum

Bureau meetings are called by the CIVL President by notifying all Bureau members. A quorum of the Bureau shall consist of the President and two other members. No decision may be taken on any matter unless a quorum has been consulted by or given advice to the President.

5. CIVL OFFICERS

5.1. President

5.1.1. Elections ([BL 5.4.4](#))

The Plenary Meeting shall elect a President for CIVL by a secret ballot for a one year term. The candidates shall be chosen from the Delegates by a nomination ballot. The Incumbent President is also eligible. If a majority is not obtained on the first ballot, a second vote shall be taken at which a plurality shall ensure election. The elected President takes office at the end of the meeting. Presidents may be re-elected for an unlimited number of terms.

5.1.2. Duties and powers of the President ([BL 5.4.6](#))

The CIVL President shall have the following powers and duties:

- To represent CIVL
- To convene the Plenary Meeting, Bureau meetings and Subcommittee meetings where appropriate or ensure that they are convened.
- To act as Chairman of the Plenary Meeting, and Bureau meetings and to ensure compliance with the [FAI Statutes](#), [By-laws](#), Sporting Code and CIVL Internal Regulations. He has no vote unless otherwise provided.
- To prepare a yearly report on the work done by CIVL for submission to the FAI General Conference in person. He shall also submit special reports as required by the FAI General Conference, FAI Executive Board or FAI President.
- To review the minutes of meetings as prepared by the CIVL Secretary not later than 30 days after the meeting.
- To attend meetings of the FAI Air Sport Commission Presidents Group and the meetings of the FAI General Airsports Commission.
- To attend, if possible, all meetings of CIVL Subcommittees.

5.1.3. Representation ([BL 5.4.6.5](#))

The CIVL President shall no longer represent the FAI Member who appointed him Delegate and for the term of his Presidency that Member may appoint another Delegate in his place.

5.1.4. President or Honour ([BL 5.4.7](#))

CIVL may confer upon an outgoing President the title of President of Honour. The honorary if agreed by the FAI member he represented, may be invited, attend and participate in subsequent CIVL Meetings.

5.2. Vice presidents

5.2.1. Election ([BL 5.4.8](#))

Four Vice Presidents shall be elected from the Delegates in the same manner as the President. A plurality of votes are required to ensure election.

5.2.2. Duties ([BL 5.4.9](#))

The Vice Presidents shall continue to represent the FAI member who appointed them Delegate unless called upon to act as President.

5.2.3. Re-election ([BL 5.4.10](#))

They may be re-elected for an unlimited number of terms and shall take office upon election.

5.3. Secretary and treasurer

5.3.1. Election (BL [5.4.11](#), [5.4.12](#))

The Secretary and the treasurer shall be elected in the same manner as the Vice Presidents. They need not be Delegates or Alternate Delegates to CIVL. The secretary and the Vice Presidents are also eligible as treasurer.

5.3.2. The secretary's duties (BL [5.4.13](#))

The Secretary shall be responsible for preparing and sending the minutes of each meeting to the President and FAI secretariat within 18 days of that meeting's adjournment.

5.3.3. The treasurers duties

The Treasurer shall be responsible for the finances of CIVL, in accordance with directions from the Plenary Meeting.

6. SUBCOMMITTEES

6.1. Establishment

CIVL shall set up Technical Sub-committees. These subcommittee shall have specific terms of reference (TOR) for their work and responsibilities. The TOR for each Subcommittee shall be drawn up by the Bureau and approved by the CIVL Plenary. The TOR's are attached in the Annexes. All subcommittees must report regularly to CIVL via the President.

6.2. Chairmen

The Chairman shall be appointed annually by the CIVL President.

6.3. Members

The CIVL members will after consulting with the chairman of the Subcommittee, join the Subcommittee of their own wish. The chairman may restrict number of members to 7 + himself.

6.4. vote

Each country has only one vote in subcommittee meetings.

6.5. Responsibilities

The subcommittee Chairman should also take care of urgent matters communicated by the CIVL president and prepare papers etc. for the CIVL meetings.

6.6. Decisions

All Technical Subcommittee decisions and recommendations are subject to approval by the CIVL plenary meeting.

6.7. The standing subcommittees

6.7.1. Hang Gliding class 1,2 and 5 Competitions

6.7.2. Paragliding (HG class 3) Soaring Competitions

6.7.3. Paragliding Landing Accuracy Competitions

6.7.4 World Hang Gliding Series (WHGS) Competitions

6.7.4.1. Responsibilities

The WHGS subcommittee is responsible for all aspects of hang gliding competition in Speed Gliding and Aerobatics.

6.7.5. Records, Badges and Flight Verification

6.7.6. Safety and training

6.7.7. CIVL Business subcommittee

6.7.8. Sporting Code Subcommittee

6.7.6.1. Composition

The Sporting Code Subcommittee will be composed of:

- A Chairman
- A Secretary
- The Chairmen of the Technical Subcommittees.

6.7.6.2. Chairman and secretary

The CIVL bureau will annually appoint the chairman and the secretary of the Sporting Code Subcommittee.

6.7.6.3. Decisions

All Sporting Code Subcommittee decisions and recommendations are subject to approval by a 2/3 majority at the CIVL plenary meeting.

7. WORKING GROUPS

CIVL may establish temporary Working Groups which will study and report on specific matters or proposals. The Working Group will be disbanded upon completion of its assigned task. Chairmen of active Working Groups will report to the CIVL President and Bureau on the same basis as Chairmen of subcommittees.

8. TECHNICAL & LIAISON OFFICERS

When necessary CIVL will appoint technical officer or liaison officers. The technical or liaison officers will report to the body that appointed them. A Technical officer will be appointed to take care of special tasks or solve special problems. A Liaison officer will be responsible for taking care of CIVL's interest in or towards another organisation or body.

CIVL Internal Regulations

Annex 2 : Terms of Reference (TOR) for CIVL Subcommittees

FAI/CIVL SUBCOMMITTEE FOR HANG GLIDING CLASS 1,2 AND 5 COMPETITIONS, FAI/CIVL SUBCOMMITTEE FOR PARAGLIDING (HG CLASS 3) SOARING COMPETITIONS, FAI/CIVL SUBCOMMITTEE FOR PARAGLIDING LANDING ACCURACY COMPETITIONS & FAI/CIVL WORLD HANG GLIDING SERIES COMPETITIONS

WORK AND RESPONSIBILITIES

1. CIVLs long term plan

The committee should always work in accordance with the purposes and aims set forth in CIVL [long term plan](#).

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.

3. Rules for First Class 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.

4. Scoring systems.

The committee shall ensure that the scoring systems used comply with the requirements in Section 7

COMMUNICATIONS AND COOPERATION

1. The other subcommittees.

Co-operate with the other subcommittees listed above when necessary.

2. The Sporting Code subcommittee.

The chairman shall be a member of the Sporting Code Subcommittee. Changes the subcommittee wants in the Sporting Code shall be brought up in this forum.

3. FAI - Air Sports International.

The committee should make sure that all first class events are properly covered by an article (incl. pictures) submitted to Air Sports International.

4. Reports

The Subcommittee chairman shall regularly report to the CIVL President and produce a written report on work completed and work ongoing twice a year, once for the Bureau Meeting and once for the Plenary.

FAI/CIVL SPORTING CODE SUBCOMMITTEE

WORK AND RESPONSIBILITIES

1. CIVLs long term plan

The committee should always work in accordance with the purposes and aims set forth in CIVL's [long term plan](#).

2. The Sporting Code

The Sporting Code Subcommittee propose revisions of the Sporting Code Section 7 to the CIVL Plenary, and maintain all revisions agreed incorporated.

COMMUNICATIONS AND COOPERATION

1. The other subcommittees.

The Chairman of the other permanent Subcommittees (Championships class 1,2 and 5, Championships class 3, Championships Paragliding Landing Accuracy, World Hang Gliding Series, Badges, Records and Flight Verification, Training and Safety) shall be a member of this Subcommittee.

2. Other commissions

The Sporting Code Subcommittee shall keep itself informed about changes in the General Section of the Sporting Code.

3. Reports

The Subcommittee chairman shall regularly report to the CIVL President. He/she shall also submit suggestions for changes to the Sporting Code to the CIVL Bureau for review prior to their annual meeting.

FAI/CIVL SUBCOMMITTEE FOR SAFETY AND TRAINING

WORK AND RESPONSIBILITIES

1. CIVL's long term plan

The committee should always work in accordance with the purposes and aims set forth in CIVL's [long term plan](#).

2. The International Pilot Proficiency Identification Card

A system for distribution and promotion of IPPI Cards should be developed, and kept current. All countries should be encouraged to use the IPPI Card to ensure pilot proficiency for both visiting pilots and their own pilots when travelling abroad.

3. The CIVL Safety and Training Programs (SAFE PRO and PARA PRO)

The Safety and Training programs should be revised when necessary and kept up to date.

4. Accident/ Fatality statistics

The committee should assemble and analyse statistics on Hang Gliding and Paragliding in member countries. This should contribute to the improvement of the sport, the equipment, training methods, international standards and safety.

5. International standards

The committee should as far as possible take part in work carried out by other international organisations for making standards that will affect Hang Glider or Paraglider pilots.

6. Safety and training forum

Provide a forum for exchange of information and discussion of safety and training matters.

COMMUNICATIONS AND COOPERATION

1. The other subcommittees.

Co-operate with the subcommittee for Record, Badges and Flight Verification, and the other subcommittees when necessary.

2. The Sporting Code subcommittee.

The chairman shall be a member of the Sporting Code Subcommittee. Changes the subcommittee wants in the Sporting Code shall be brought up in this forum.

3. FAI - Air Sports International.

The committee should work to have articles about FAI/CIVL's Safety and Training Programs and CIVLs work in this area in Air Sports International.

4. Reports

The Subcommittee chairman shall regularly report to the CIVL President and produce a written report on work completed and work ongoing twice a year, once for the Bureau Meeting and once for the Plenary.

Annex 2

President report to the CIVL Plenary 21/02/03

Activity of the Bureau

During the 2002 season the following championships have been run

- European HG Championship in Slovenia
- European PG Championship in Slovenia
- World female HG and rigid Championship in Chelan USA

The bureau members have been actively participating in these meets as Steward and Jury. In addition the following test competitions have been run and staffed with stewards:

- Test HG world meet in Brazil attended by Dennis Pagen as Steward
- Test PG world meet in Portugal attended by Sarah Fenwick as steward
- Test PLA World in Slovenia attended by Riikka Vilkkuna as steward

During the last CIVL Plenary we had no bid for the Euro PG 2004 and the World female HG/Rigid. According to our rules the Bureau had to find suitable organisers and

- Greece accepted to run the Euro PG in Kalavrita. I have been visiting the site at the occasion of a cat 2 event and with some work to be done on the take offs to enlarge them the site itself seems very promising. They will run a PWC event this year as test competition.
- As for the World female HG and rigid we had the choice between Austria and Japan. The bureau finally decided for Austria. I wish to thank the NACs who were showing up when needed and I hope Japan will apply for the next edition in 2006.

In October I attended the FAI General Conference in Dubrovnik (Croatia)

End of October we had our 3 days Bureau meeting in Pléguen (France) where we have been assessing the season and preparing the Agenda of the Plenary meeting.

End of January I attended as CIVL and Europe Air Sport President the EHPU General meeting in Edinburgh. EHPU by the time being is composed of 7 of the central Europe Federations and they invited the Nordic countries which have been invited to join this union. At the last EAS meeting EHPU has been accepted as EAS observer and as such will act as HG and PG working party in EAS structure Klaus has been appointed as EHPU representative.

You may know that EASA has been recently created in the EU to be the Aviation Authority in charge of imposing to the member states the regulations built up by the JAA. Within the EASA regulation already in force HG and PG are out of the EASA competence concerning Airworthiness and maintenance. And EAS made a proposal to keep HG and PG outside the EASA competence for licensing and operation as well and leave it under the National law competence as the present situation.

The only drawback could be the free movement of pilots but we already solved this problem with the IPPI card and the guest rule. We have been informed that some countries are not implementing properly the procedure for issuing the IPPI card and the Bureau decided that in this case a warning would be sent to all the NACs that the IPPI card issued by the concerned country are not reliable until the problem was solve. This for the credibility of the system.

The air space is still a problem that we have to face. EAS is represented in the Eurocontrol Air Space task force where the FL Z altitude is still under discussion. EAS claims for Flight level 135 under which the air space must be unknown preferably class G.

It is clear that air space problems have to be discussed on Eurocontrol level but as well on local level with local ATCs and EHPU felt the need to built up an air space WG chaired

by Tom Hardy (UK) and all the ECAC countries NACs are urged to send him the coordinates of their Air space officer.

This is the end of my report.

Annex 3

Minutes of the HG Sub Committee Working Group Sinaia 20th Feb 2003

Chairman - Dennis Pagen

Attendees;

Jim Zeiset	Riikka Vilkkuna	Niels Askirk	Didier Mathurin
John Aldridge	Paula Bowyer	Flip Koetsier	Angelo Crapanzano
Flavio Tebaldi	Rudl Burger	Zlato Vukicevic	Ljubomir Tomaskovic

Unay Kutlay	James Freeman	Lutfi Yuzuak
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After morning break;	Agust Gudmunson	Zlato Vanic	Luiz Niemeyer
After lunch;	Koos de Keyzer	Giovani Vitola	

Scoring of Stopped Task

A task may be stopped and scored instead of being cancelled (and not scored) in some circumstances. Where this is decided, pilots' scores will be determined from their GPS track log position at the time the task was stopped. The local regulations shall state whether tasks may be stopped and scored and describe the circumstances in which this will happen.

A Sub Committee will be formed of Didier Mathurin, John Aldridge, Angelo Crapanzano, Luiz Niemeyer to discuss stopped task options.

Vote; For 10 Against 1

Advertising

Everyone read the FAI Bylaws regarding advertising. We would like the Bureau to consider the adoption of the document and vote on it next year with the following amendments.

- 1) Organisers may also require the pilots to include advertising on the right leading edge of an area = or < .25m². As a point of information the lower surface right wing could carry 50cm x 50cm.
- 2) The minimum time for the sponsorship to be approved is currently 6 months and should be lowered to 30 days.
- 3) The number has to be included with the advertising.

The addendums will be in force in the World Championship in Brazil 2003.

It was agreed unanimously.

Medals

It was agreed it is better for the cost of medals to be met in a way other than requiring organiser to pay for more than 6 medals.

It was felt the mechanisms are already in place to control these costs during the bid process and the adoption of the Local Regulations.

It was agreed unanimously.

Exemptions

Any applications for exemptions to the stated method of qualifying must be made by the pilots NAC, with supporting evidence of the pilot's international competition history. This should be received by the CIVL PR Co-ordinator **at least 60 days before the Championship.**

For 11 Abstention 1

Section 7 changes

There are 2 changes to the point below;

5.27.1 Launch window open time.

The launch window open time will be based on the number of competitors and the number of ~~simultaneous~~ launch points available. [...] The launch window will be considered adequate if the amount of safe launchable time available exceeds the designated minimum time or if **90%** of the pilots registered for the championship and present at the launch site have launched.

Agreed unanimously

21.5.1 Minimum Tracklog Points

In hang gliding competitions a pilot's tracklog must contain sufficient tracklog points to verify all control features of the task that has been set. In the event of doubt about tracklog validity 21.5.8 will apply. In paragliding competitions (unchanged rule here)

Agreed unanimously

21.5.7 para 2

Where GAP 2002 is used as the scoring system, a pilot without evidence of start time will be given a time equal to the window opening.

Record Turnpoints 1.5.8.1

A sub paragraph will be added to 1.5.8.1 as follows:

1.5.8.2 Turnpoint sectors. A turnpoint cylinder may be specified by GPS coordinates and radius. The record distance will be the minimum distance it is possible to fly by entering the specified sector.

It was agreed unanimously.

Priority systems

It was decided priority systems are not desirable.

Class Push System

In competitions where more than 1 class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed. These pilots will not be allowed to push the priority class.

Agreed unanimously

Task Advisory Committee

It was suggested to compose this of:

1 from the organisation (could be Meet Director)

1 Steward

1 elected pilot from the top 10 of the current WPRS

1 local pilot (chosen by the Meet Director)

1 non-top 10 pilot

It was unanimously agreed to try this in Brasilia and if it is successful, it should be included in section 7.

Safety Committee

In the world meet in Brasilia, it shall be composed of:

An odd number of pilots (3 or 5). It is chosen by the pilots from candidates nominated by the team leaders. The pilots should be outside the top 10 of the current WPRS ranking and must carry a radio.

If it is successful, it should be proposed to the next Plenary meeting to be included in section 7.

Agreed unanimously.

Local Regulations

A Sub Committee will be formed to approve the Local Regulations for Brazil, it will consist of John Aldridge (Jury Pres.), Dennis Pagen (Steward) & Flip Koetsier (Team Leader). The local regs had not been received for the Pre-Europeans so will be inspected by Flip Koetsier and reviewed fully in the next Plenary meeting.

Annex 4
PG sub committee report

Paragliding sub-committee working group
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Proposals to the plenary

Present: Japan, Finland, Lithuania, Switzerland, Germany, Greece, France, Holland, etc ...

Ballast Rule 33 kg

The paragliding working group is unanimously recommending to enforce the 33 kg rule without tolerance.

In favour : 10

Against : 0

Deadline for WPRS

Considering that the deadline for the WPRS (4 months before the Worlds) is falling exactly in the middle of the Manilla Open and New Zealand championship, the paragliding working group is unanimously recommending to extend this deadline 4 days later.

In favour : 10

Against : 0

Validation of a stopped task

- In case of a race to goal, when one pilot is already in goal
- In case of a speedrun, when a certain number of pilots is in goal (to be fixed in the local rules, 20% is recommended at the moment)

The paragliding working group is unanimously recommending to use this procedure for validation in case of stopped tasks.

In favour : 10

Against : 0

Selection criteria to check pilots skills to take part to World Championship & Continental championship

- One result in the top 2/3 of a World Cup event.
or
- One 100 km cross country or competition flight
or
- A CIVL selection committee decision based on cross country and competition experience (questionnaire in S7)

The paragliding working group is unanimously recommending to keep exactly the same criteria for selection to World championship and Continental championship. The committee would like for next year some precisions on the procedure followed by the selection committee.

In favour : 10

Against : 0

2/3 category 2 event, selection rule

Considering that :

-only 2 countries, Japan and Korea, will attend for sure the next continental Asian championship.

-several upcoming countries (like Taiwan, China, India, Nepal, etc ...) have good pilots (fulfilling the selection criteria) wich may not have the possibility to take part previously to a category 2 event.

Considering also that this rule is not linked with safety, to avoid to have to refuse these new enthusiastic countries, to be able to validate the championship and to keep developing flying sports in this part of the world, the paragliding working group is proposing to use the Section 7 possibility of exemption to this rule for the next Asian championship.

In favour : 7

Against : 0

Abstention : 1

European championship 2004

In Kalavrita, Greece, from 30/06 to 12/07

Internet site : www.hellenic-paragliding.gr/pwc

World Championship 2005

Brasil. Governador Valadares : 11.03. – 27.03.05

Entry Fee: 500 US\$

France. Morzine / Avoriaz/ Les Gets : 25.06. – 09.07.05

Entry Fee: 375 Euro

Presentation of the two bids will be made by Urs Dubach (CH)

Annex 5

Accuracy Landing working group

Chair: Riikka Vilkuna
riikka.vilkuna@swipnet.se

No Working session is planned, however a meeting took place during the year and proposed a certain number of changes in the rules to be approved by the Plenary.

Annex to Section 7

23 PARAGLIDING ACCURACY LANDING

23.1 Objective

The first objective of the competition is to determine the world or continental individual and team champions in paragliding accuracy landing.

23.1.1 The winner

The winner of each category will be the individual or team with the lowest aggregate score, where appropriate.

23.2 Eligibility

23.2.1 Pilot

Entry is open to all members of their respective NAC who hold:

- A valid FAI Sporting License that covers paragliding,
- National paraglider pilot's licence,

Pilots have to be able to demonstrate their ability to take off in all wind and weather conditions that fall within the operating limits (depending on the take off method determined in Local Regulations).

23.2.2 National team

The minimum team size in a paragliding accuracy competition shall be 5 pilots. Team size will be defined in the Local Regulations.

23.2.3. Team leader

Each team must have a team leader. The team leader is a liaison between his team and the organiser. The Team leader is responsible for the proper conduct of his team members, ensure that they do not fly if ill or suffering from any disability which might endanger others, and that they understand the rules. The Team leader has the authority to remove any member of his team from an event.

23.2.4. Paraglider

The competition is open to all Class 3 Hang gliders (Section 7).

23.2.5. Provision of personal equipment

Local Regulations define whether a pilot is required to carry a rescue parachute.

The heel and the tip of competitor's shoes must be made of a material and shaped in a way that they cannot damage an automatic measuring device.

23.2.6. Performance enhancing drugs

Performance enhancing drugs are prohibited. FAI condemns the use of substances banned by the International Olympic Committee (IOC).

23.2.7. Penalties

The Competition Director has the power to penalise or disqualify a pilot from the competition for misconduct, unsporting behaviour or infringement of the competition rules.

23.3 Site and equipment

23.3.1 Target

Location of the target must allow landing from any direction. Positioning of the target will be at the discretion of the Competition Director (who could be advised by the CIVL Steward). The target may be relocated during the event, but not during the same round.

The centre of the target must be an automatic measuring device with a dead centre disc of 3 cm in diameter in a contrasting colour, preferably yellow on a black background. The automatic measuring device must be capable of measuring to a minimum distance of 15 cm in increments of not more than 1 cm. The device must be set on a solid base plate; it must be fixed and kept as flat as possible at the level of the measuring field.

(Guideline for target setting:

- hill launch: a ratio between projected distance and height difference (take off area - target) shall be at max. 5:1; minimum height difference is 200 m.)

23.3.2 Measuring field

Measuring field shall be a flat area where competitor's scores are measured. It is represented by clearly marked circle with the automatic measuring device in the centre. Clearly marked circles must be set at 0.5 m, 2.5 m, 5 m and 10 m radius, centred around the dead centre. Radius of measuring field shall be 5 meters. Measuring field should be of preparation (grass, sand, carpet...) that allows judges to define pilot's first ground contact. Measuring field shall be at the level of the field where it is located.

The Chief Judge or Event Judge will determine the area around the measuring field that will be restricted to competition officials only. This area must be a minimum of 10 meter radius from the target. The border of the area shall be marked on the ground.

23.3.3 Wind direction indication

A high visibility wind sock and wind direction indicator will be located in the vicinity of the target area and located a minimum of 5 m above ground level.

23.3.4 Wind speed recorder

Wind speed will be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m above ground level. In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of mechanical instrumentation, which is located at a minimum of 2 meters above ground level for the completion of the competition.

23.3.5. Meteorological information

Meteorological information on each competition day must be provided at the team leader's briefing. Information should also be posted on launch and/or the information board.

23.4. Competition

23.4.1 Number of rounds

There shall be a maximum of twelve (12) full rounds completed within the time available. A minimum of three (3) valid rounds must be completed to validate a competition.

The results obtained in any round will count towards individual and team scores, only when a round has been completed (i.e. all of the competitors have received a score or a penalty). In the event of a break in the competition in the middle of a round, the competition will be resumed from where it left off.

There shall be at least one training round made before the competition, if weather permits, at the discretion of the competition organisers.

There will be no cut during the event to reduce the number of competitors unless otherwise stated in the local regulations.

23.4.2 Contest numbers

Teams will be drawn at random to determine flying order. Each nation's team members will be allocated a number 1, 2, 3, 4, 5..... in accordance with the information stated in the entry form.

Based on the teams' flying order, determined by the draw, each pilot will be allocated a flight order/contest number such that: all the number 1s from each team fly first, followed by number 2s, 3s....

Each pilot is required to display his or her contest number prominently on his or her helmet. Wings will be marked using a suitable method so that they can be identified.

23.4.3 Take off

Competitors must fly in the published flying order according to their contest numbers, unless they have prior permission from the Launch Marshal.

- Competitors not ready to fly in the established flying order when called forward by the Launch Marshal or those who take off without Launch Marshall's permission will be liable to a maximum score penalty in lieu of their score for that round.
- A pilot who did not fly will be indicated as DNF (did not fly) in the results for that round and a maximum score will be recorded.
A pilot who is disqualified will be indicated as DSQ in the results for that round.
- *Take off/launching time sequence depends on local conditions and wings' performance levels.*

23.4.4 Wind dummies

Wind dummies must be used at the start of each competition day and after significant periods of stand down. This period will be defined in the Local regulations. Wind dummies must attempt to land at the target, because their performance will provide pilots with information on weather conditions.

23.4.5 Pilot separation

Pilots flying should separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed. It will be treated as unsafe flying.

23.4.6. Radio

The teams are allowed to have one radio transmitter for each competing pilot and one for team leader. Radio transmitters are allowed for reasons of safety and for communication between the team leader and his pilots. Radios can not be used for the purpose of providing advantageously competitive information, such as weather conditions at the target. Radios or other communication devices are not to be used during competition flights, unless otherwise allowed in Local Regulations, other than for emergencies at which point the competition flight must be aborted. Permitted safety frequencies will be specified in Local Regulations.

23.4.7 Signalling reference

The official signal for pilots in the air to fly away from the target for safety reasons is: person or persons at the measuring field will clearly wave a red signal flag.

23.4.8 Definition of final approach

The competitor is deemed to have started the final approach when, having turned to face the target, the event judge considers that the competitor has made his final commitment to making an approach to the target and is not expecting to have to make any significant changes of direction. Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.

23.4.9 Re-launches

A competitor may only request a re-launch following the disputed flight by applying to the Event Judge at the target before signing for his score. The competitor must register his request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges).

At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled. Re-launches take place at the end of the full round in which they were awarded, or during the round, at organiser's discretion.

If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot.

A re-launch may be awarded only for the following reasons:

- The wind speed exceeds the specified limit during the 30 seconds before the competitor touches the landing point. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make the decision immediately.
- The target is obscured during a competitor's final approach.
- The judges fail to reset the automatic measuring device.
- The competitor changes his flight plans for safety reasons to avoid another competitor in the air, and does not then attempt to land on the target.
- If there is any significant external distraction which demonstrably affects the competitor's target approach.
- At judges' discretion on the grounds of a technical problem (a failure with equipment, e.g. a broken steering line or a big tuck during the flight) which is not a result of pilot's poor pre-flight check. Re-launch can be issued provided that the pilot does not attempt to fly at the target.

23.5 Limitations

23.5.1 Wind speed

The maximum permitted wind speed for the purposes of competition scoring is 7.0 m per second. If it is deemed likely that the wind speed will exceed 7.0 m per second during a competition flight, the competition will be halted until the wind has eased sufficiently. The upper winds, which are not measurable, are not taken into consideration.

23.5.2 Target obstruction

The competitor will be entitled to unobstructed visibility of the target during the final approach.

23.6 Scoring

23.6.1 Method

Competitors will be scored on the distance in metres and centimetres between the landing point - first point of ground contact and the edge of the dead centre disc. The score shall be 0.00 m, if the landing point is at the dead centre disc.

- If the competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius.
- Landing has to be made on feet. Falling is not allowed. If the competitor falls at landing, he scores a maximum score.
- *Falling means: if any part of the body or equipment (appendage, which includes any part of the harness) except the feet touches the ground before the wing does.*
- *If a competitor lands with both feet together or lands in such a manner that foot's first point of contact cannot be defined (heel, tip...), then the furthest point of the footprint is measured.*

23.6.2 Automatic measuring device

The automatic measuring device measures scores up to a minimum of 15 cm. A certain pressure must be applied by the competitor to activate the automatic measuring device to make it record the score.

If an automatic measuring device is found to be defective and the first point of ground contact was on the pad, judges can measure the score manually.

23.6.3 Individual scores

The score of an individual shall be the aggregate of all the scores achieved by the competitor.

When five (5) or more valid rounds are completed, the worst one (1) individual score is dropped.

23.6.4 Team scores

The Nation's team score for each round will be calculated as the aggregate score of the best five of the

If any Nation has less than five competitors, then a maximum score will be awarded to the team for each round for each of the five scores for which there is no competitor (e.g. if there are only three competitors then the Nation's score for that round will be the aggregate of the three scores achieved by the competitors plus two maximum scores).

There is no dropping of the worst score at team scoring. Individual scores of the best five pilots of the team for each round count toward team score.

23.6.5 Tied scores

Teams:

In the event of any tie between the first three teams at the end of regular competition, all members of each of those teams will have an additional flight if circumstances permit and the nation's team score will be calculated (23.6.4). If any teams are still tied, this will be repeated as required until the tie is broken. In the case of insufficient time, as determined by the Chief Judge, the fly-off will be between one nominated member from each team.

Individuals:

In the event of any tie between the first three individuals both (or all) will have an additional flight, if circumstances permit. This will be repeated as required until the tie is broken. Scores achieved through additional flights can not be dropped.

23.6.6 Validation of scores

As soon as is practical after the end of a round the recorder will post the scores from the round (with the posting date and time clearly identified) on the main briefing board labelled PROVISIONAL. Any protest with the scores must be lodged within 3 hours of the scores being posted. At the end of the 3 hours from posting the scores, the round will be declared as OFFICIAL. Protest fee is confirmed in Local Regulations.

23.7 Complaints and protests

Complaints and protests will be dealt with according to procedures in Section 7 and General Section. Jury may accept but is not required to accept video evidence as an aid to decision making. Decision can be made separately for each protest.

23.8 Judging

This is a Judging code for judges at International PG accuracy landing competitions, FAI 1st category.

23.8.1. Judging team

A judge is an official who is qualified to observe, mark and measure the performance of a competitor. Judges must have a character of high integrity and must be capable of making fair and unbiased decisions.

23.8.1.1. Judging team

The full judging team shall consist of the following:

- Chief Judge
- Event Judge
- Three fichet judges
- One back judge
- One front judge
- One recorder and
- Wind monitor

Besides the Chief Judge and the Event Judge, there will ideally be a total of seven members plus a minimum of two reserves to allow for rotation of duties and relief. The judging team can be from any nation but there must be at least two nations represented in the judging team at the target at any time.

23.8.1.2. Chief and Event Judge

The World Championships' Chief Judge shall be a qualified person appointed by the championships organiser. The international competition Event Judge shall be a qualified person appointed by the Chief Judge

The Chief Judge or Event Judge will have the responsibility of temporarily stopping the competition if he is not satisfied with the safety aspects of a competitor's approach, wind limitations, or obstructions in consultation with or if requested by the Competition Director.

23.8.1.3. Judging code

All nominated judges will be given a copy of this Judging code to which they will adhere. All judges may have their appointment revoked by the Chief Judge if they fail to adhere to this Judging code, or are guilty of misdemeanours during the competition.

23.8.2 Duties

23.8.2.1. The Fichet Judge team

The fichet judge team will consist of three members, positioned at 120 degrees to each other with one judge upwind and approximately on the wind line within the measuring field. The fichet judges will observe all contacts noting the competitor's first point of ground contact.

The automatic measuring device measures scores up to a minimum of 15 cm as defined in rule 23.6.2. If an automatic measuring device is found to be defective and the first point of ground contact was on the pad, judges measure score manually.

If the first point of ground contact is off the automatic measuring device, but within measuring field, the fichet judges will mark and measure the perceived point of ground contact of the pilot.

In the event that the judges consider that there was more than one simultaneous point of first contact, the furthest point of first contact will be measured.

Once the competitor's result is measured, the member of the judging team who has been nominated as a caller, will call the score to the recorder. The score will be repeated back by the recorder.

23.8.2.2. Front and back judge

Front and back judge form a two-member team and are positioned upwind and downwind and outside the measuring field. They will move slightly left or right of centre if a fichet judge obscures their view. They will observe the competitor's body position and ascertain whether the competitor's first point of ground contact is with the left foot, right foot or both feet. They will also establish if a competitor fell.

The front and back judges will not signify their decisions orally but by the use of signals as follows:

- **Left or right leg**

Left or right arm, as appropriate, fully extended at right angles to the body at shoulder height. The front judge will not adjust for the left or the right of the competitor and will use the arm of the side as it is observed.

- **Both feet**

Both arms extended in front of the body, waist height, hands fully extended, held together palms downwards.

- **Fall**

Left arm above the head.

- **No observations**

Both arms fully extended down in front of the body, crossed at the wrists.

If two of the judges of the group of judges at the target (Event Judge, three fichet judges, front and back judge) do not agree with the others on the first point of ground contact, a re-launch will automatically be awarded to the pilot in question.

23.8.2.3. The Recorder

The recorder will repeat and record on an official log sheet a competitor's score, which is called by a nominated judge. The score shall be signed by the competitor.

The recorder will record the start, finish and stand down times of the rounds on the log sheets.

23.8.2.4. Wind speed monitor

The Wind speed monitor is a person observing the wind speed in time period of 30 seconds before landing of the competitor. If the wind exceeds the maximum value, he will record that on the official log sheet provided.

23.8.2.5. The Event Judge

The Event Judge is the team leader of the judging team and is responsible for the smooth running of the target area. He will produce a roster of change of duties for short periods to one of the judges and may also take over any of the duties within the target area. He is also responsible to observe competitors' separation in the air and during final approach.

If the Event Judge considers that conditions are becoming dangerous, he has the authority to temporarily stop the competition after he has conferred with the Chief Judge and the Competition Director. If the Event Judge, Chief Judge and the Competition Director disagree on stopping the competition, the decision is reached by simple majority.

23.8.2.6. Chief Judge

The Chief Judge is responsible for ensuring judging standards of all members of the judging team of the competition. The Chief Judge will assemble and brief all judges prior to the start of the competition.

The Chief Judge will ensure that all required equipment is available and in working order. The Chief Judge must attend all briefings of competitors and if necessary give his own briefing to competitors.

The Chief Judge will not interfere with the running of the target area unless it is considered that the Event Judge is not in full or proper control. In certain circumstances, i.e. lack of full judging team, the Chief Judge may stand in to take over the duties of the Event Judge as a temporary measure.

The Chief Judge will confer with the Competition Director as soon as a request has been made to temporarily stop the competition. The Chief Judge has to ensure that at any time at least two nations are represented in the judging team at the target.

The Chief Judge will keep a record of the judges and their duties in the competition.

Annex 6

Sub committee safety and training

Report by chairman Klaus Tänzler

Brazil, Canada, Denmark, Finland, France, Germany, Greece, Iceland, Japan, Lithuania, Netherlands, Slovenia, Sweden and Switzerland have been represented.

Safety is influenced by sites, task setting, pilot qualification, flight equipment and scoring system. Bearing in mind that we have to improve all factors we agreed to focus this time only on flight equipment. We structured the discussion in the topics fairness, safety and practicability. Then we voted the serial class proposal.

Fairness

We had a controversy about the question, are non certified competition gliders (gliders according to Section 7 5.13.2) available to every competition pilot or only to manufacturer pilots?

Safety

It was a common feeling of the meeting that currently rule 5.13.2 of sections 7 is not enforced enough.

Germany, France, Japan and Switzerland stated: "Serial class has shown no substantial improvement in competition safety."

Twists are a big danger for paraglider pilots who fly in extreme supine position. The rescue system must be adjusted in a way that it can open also when twisted.

Practicability

The majority agreed that the introduction of serial class as Category 1 event would need an efficient control system.

We discussed how it can be proved in competition that a serial glider is in fact a serial glider and agreed that it is very difficult.

Vote: Should we ban non certified competition gliders?

5 countries in favour, 9 against, one abstention

Vote: Should we introduce serial class in addition to the existing class?

6 countries in favour, 9 against

CILV safety net

Afternoon present: Canada, Denmark, France, Germany, Lithuania and Sweden

The meeting welcomes to have on the CIVL safety net web page a collection of national manuals (like training manuals), in order to make them available to all countries, as well as an proper accident template and a list showing the membership numbers and trends of the national federations. Fred Wilson is willing to take care of this work.

Annex 7

Aerobatics and WAGs Olivier Burghelle report

Next WAG edition

During the last FAI General Conference, it has been decided to run the next edition of the WAG in 2005.

The new format will be much smaller than the previous one and will not include any X country meet.

The principle will be only media friendly contests, the aim being to attract public. The event location will be an airfield with only one week competition on a time share principle. For our disciplines a mountain site should be next to the airfield to allow a common opening ceremony and all the athletes living in the WAG village. All together no more than 900 participants.

For HG and PG we could present the following disciplines:

In HG individual speed gliding and one to one match race provided a mountain site is available.

For HG and PG we could offer Aerobatics provided a mountain site next to a lake is available. Accuracy landing on a pontoon could be combined for both HG and PG.

If the special mountain site is not met we could offer for HG aerobatics on the airfield by aero tow and possibly accuracy landing for PG with winch launching. My concern is to know the position of the various EUPU federations with regards to these formats of competition knowing that these events will be on invitation and reserved to the top world pilots.

With regards to Aerobatics in PG we made some progress.

I personally convened an aerobatics Working group meeting to draft International rules for aerobatics, the aim being CIVL to take over this discipline and to establish an international ranking based on the results of a tour of Aerobatics cat 2 events. By the time being there is a potential of 5 to 6 events for the next year.

A first set of rules has been drafted and is circulated for comments. A new meeting of this Working group is planned next March to finalise these rules for implementation during the year 2003.

All the meets will be FAI cat 2 sanctioned and need for that the NACs approval.

It is important to realise that the discipline exists and develops and if CIVL doesn't take over we will see the creation of a new World Cup Tour as it has been done previously with all the potential conflicting situations.

I wish I had a clear message from EHPU to proceed in these directions.

Extract of the minutes of the Aerobatics nov 2002 meeting

The aims of this meeting are to

- Put together a set of international rules
- Decide on actions to make the Aerobatics recognised by the NACs
- Decide on what kind of structure is necessary for the development of Aerobatics competitions

The problems encountered are:

- 1) The sport is organised by the NACs and most of them either ignore Aerobatics or tolerate it but without officially recognising it, some of them prohibit aerobatics. The first step has been done by FFVL which since this year officially recognised these aerobatics competitions. It has been pointed out that this item should be brought up for discussion at the EHPU level. OB will make a proposal for an item at the next EHPU meeting in January 2003.
- 2) The equipment: Even if a EU norm was developed within the CEN, it is very unlikely that any Manufacturer will take the risk to put on the market such a glider. This is the reason why, according to Mike, the DHV will not promote any training course nor competition for aerobatics. However, there are manufacturers that already are giving the authorisation for a nominated pilot to fly aerobatics in competition with their equipment.
- 3) It has been mentioned that maintenance was a problem, a pilot performing regularly aerobatics should change his glider very often this will result in a mandatory recent (less than 15 days) authorisation from the manufacturer for the nominated pilot to fly in aerobatics competition in order to oblige the pilot to make his glider checked by the manufacturer on a regular basis.
- 4) The pilot skill: Up to now the aerobatics competition have been open to very skilled pilots most of them professional. With the development of the competition we can see new pilots coming up with obvious poor skill, these pilots are dangerous and the meeting unanimously decided that an aerobatics PG Program should be developed within CIVL resulting in an aerobatics rating that should be necessary to participate in an aerobatics competition. David Eyraud who already started to work in that direction proposed to put together a first draft by the end of March 2003. This draft will be circulated aiming at finalising this Aerobatics Para Pro by the end of the year 2003 to be used as a tool by the Instructors and the NACs wishing to develop aerobatics.
- 5) In the mean time it has been decided to organise before each competition a selection days where the pilots would have to perform 2 tests flights with different degrees of difficulties to show their ability to participate in the competition. The manoeuvres required that must not be dangerous will be included in the rules. David Eyraud undertook the task to include in the rules the manoeuvres that have to be performed during the 2 stages of selection flights. The organiser will be entitled not to require qualification flights for well known aerobatics pilots. The dead line is March 2003.

Competition or simply show:

A long discussion took place between those in favour of competition and the other. Mike K speaking sometimes for himself and sometimes for the DHV was developing arguments against competition that were in essence Safety and Fairness. Finally it has been unanimously agreed that we could run an aerobatics tour next year provided the above mentioned concerns are taken into account in an International set of rules that will be finalise during the next meeting before the next season.

What kind of structure to meet the aerobatics tour needs:

OB proposed the CIVL Aerobatics Working group that could be transformed later in a permanent Sub Committee.

He proposed the Aerobatics event to be FAI category 2 sanctioned events which will require the pilots to hold an FAI sporting licence issued by their NAC and a sanction fee equivalent of one entry fee to be paid to CIVL.

The advantages are:

- Having all the events on the CIVL calendar
- Possibility to adjust the calendar
- Possibility of creating a WPRS for Aerobatics with the formula of their wish.
- Necessity for the NACs to give their support in the sanctioning dossier that will be a kind of recognition of aerobatics.

This proposal has been accepted and it has been decided that OB will draft a letter to the organisers of the last season tour announcing that International rules are to be published and implemented by the organisers for the next year. In addition he will as well point out the mistakes that have to be improved.

To be on the CIVL calendar and sanctioned as Cat 2 events, the organisers will have to accept to follow the rules.

Recognition:

OB will ask the EUPU President to add an item on the aerobatics and the WAG at the next meeting in January 2003

Questions for an approval by the Plenary:

I wish you discussed this paper with your board or council as I will ask the CIVL Plenary a clear answer on the following questions

1° Do you approve CIVL taking over the Aerobatics activity as presented in this document? If the answer is no it means that Aerobatics will continue uncontrolled with all the bad consequences for our sport in case of accidents.

2° Do you approve the next WAG program as presented above.

FAI World Air Games

Event Dossier – Speed Gliding

Round Speed run

Air Sport Commission : CIVL

Sporting Discipline : Hanggliding

Look and Feel of Event

Event Description :

This is a down hill individual race where the winner is the faster like in skiing

The course is designed to include gates and turn points.

Gates are 6 meters high and the pilots must fly below the top of the pylons. 4 to 6 gates is a good number.

If the slope is steep enough turn points are necessary to lose height. These turn points can be passed round at any height.

For each gate and turn point a judge is necessary.

This competition has to be run early in the morning when the thermal conditions have not yet started. With 20 pilots, it lasts one hour and half max.

The ideal site is a skiing station with a skiing down hill track.

The weather conditions must be clear enough to insure a good visibility. Cloudy weather is not a problem provided the visibility is good all over the course.

Event Presentation to Spectators :

The main location for the public is the landing field that has to be protected by fences, to avoid the public to enter the landing area.

A commentator should be available to announce the times and make the race exciting for the audience..

In addition each pylon is as well attractive for the public and the location of the public has to be monitored..

Spectator Interaction :

It could be considered to organise tandem flights for the public and VIPs. In that case the organiser should seek professional pilots with tandem gliders.

Infrastructure for Conducting Event

ASC-related Infrastructure :

For this kind of event, the CIVL will only require an event director acceptable to the commission (a person who knows about speed gliding and who has as a minimum participated previously in such an organisation. In addition the CIVL will appoint a Steward and an Internal nominated Jury composed of 3 people whose travel, food, accommodation and catering costs have to be born by the organiser.

WAG Organizer-related Infrastructure :

15 judges for the turn points and gates
5 helpers on top including start marshals, time keeper, meet director and helpers.
5 helpers at goal including time keepers, helpers for weighing the wing loading, production of results and a moderator for the audience.
If the site is specific for this event, an information / accreditation office should be available including a couple of secretaries.

FAI World Air Games

Event Dossier – Speed Gliding

Round Match Race

Air Sport Commission : CIVL

Sporting Discipline : Hanggliding

Look and Feel of Event

Event Description :

In the afternoon when thermal conditions are good which means fine weather, a match race competition between 2 pilots with elimination of the loser.
Then the winners are competing one to one until there is one winner.
The site is the top of the mountain that must be wide enough to allow 2 take off lanes and the top landing next to the take off.
The course is composed of 2 turn points distant of about one km on each side of the take off and the goal line .
Both pilots take off at the same time, they have to get some altitude in thermalling to be able to turn the 2 turn points and cross the goal line.
The first crossing the goal line is the winner
The winner can be determined in 2 hours
Here as well a skiing station provides all the necessary facilities for this kind of competition.

Event Presentation to Spectators :

All the event takes place on the top of the mountain where the public has to be monitored with fencers not to interfere with the take off and landing area.

A commentator is necessary to explain the elimination rounds and the winner.

Spectator Interaction :

The tandem flights could be performed all the day long.

Infrastructure for Conducting Event

ASC-related Infrastructure :

The same CIVL staff than for the Speed Run as mentioned in the speed run dossier

WAG Organizer-related Infrastructure :

Manpower:

12 People are much enough to insure safety, the control of turn points and goal line, the direction of the competition and the comments with a moderator

FAI World Air Games

Event Dossier – Aerobatics

Air Sport Commission : CIVL

Sporting Discipline : Hahnggliding and Paragliding

Look and Feel of Event

Event Description :

The event consists of a contest of aerobatics composed of various manoeuvres including wing over, loops, tumbling, loops and combination of these figures.

The program is partly imposed and partly free.

For Hanggliding solo programs and for Paragliding syncro programs for teams of 2 pilots, as well possibility of solo programs for paragliding. This will be fixxed later in the local regulations.

Accuracy landing on a pontoon is as well very attractive for the audience this can be done only if the flying site is above a lake of fresh water.

These programs are noted by a Jury of 5 judges

The manoeuvres for safety reasons have to be performed above water preferably fresh water. The minimum altitude to start the program is 500 meters and the program has to be stopped at 100 m except when accuracy landing on a pontoon is planned.

Event Presentation to Spectators :

The flying space is called flying box is located above the water and next to the area reserved for the public and the organisation has to provide commentators to make the event exciting. Video production is necessary for merchandising and advertisement.

Spectator Interaction :

As well tandem flights and exhibition are attractive for the public.

Infrastructure for Conducting Event**ASC-related Infrastructure :**

The event director and 5 judges are necessary. Here the Senior Judge could play the steward part. The Nominated Jury composed of 3 members appointed by CIVL could be the one appointed for the speed run event provided the 2 sites are not too far from each other.

As for the Speed gliding their travel, food, lodging and catering costs has to be supported by the organiser.

WAG Organiser-related Infrastructure :

Manpower:

Take off 5 people including the take off marshal and 4 helpers.

Minimum 5 judges

Computer management 6 people

Landing 2 or 3 persons

Safety personnel:

3 rescue boats with 10 peoples plus 3 divers fully equipped

Meet director

Moderators: one or two

Equipment:

3 rescue boats

Radio and mobile phones

Loud speakers

Fencers for the crowd

A Pontoon for accuracy landing on water.

Smoke bombs .

FAI World Air Games

Event Dossier – Aerobatics

Paragliding landing accuracy

Air Sport Commission: CIVL

Sporting Discipline : Paragliding

Look and Feel of Event

Event Description:

Paragliding accuracy/precision competition formats for World Air Games 2005: The objective of the competition is for the competitors to demonstrate accurate control of their aircraft (paraglider) in order to fly to specific airspace (maybe around turn points) and land on a specific spot on the ground.

Altitudes of no more than 500 m will be attained with airspeeds app. 35-40 km/h.

Competitor composition will be individuals and teams not being gender specific.

These formats are designed for an airfield or a similar site where no hill launch is available but take-off method is towing or winching.

Tasks

At an airfield where time and place are shared with other aviation disciplines it is possible to organise the following types of accuracy (or precision) competitions:

- a) Conventional tow/winch launch accuracy landing paragliding with landing onto an electronic target. Release from winch at app- 250 meters of height. Rules attached.
- b) Conventional tow/winch launch accuracy landing paragliding onto a pontoon in water. The landing would be on an electronic target. Rules attached can be used.
- c) Airfield slalom combined with landing onto an electronic target. The pilots would be towed/winched higher than in conventional accuracy landing competition. In this option there are turn points on the field, which have to be rounded before landing on the electronic measuring device. This option can be combined or changed to bomb run where the pilots have to drop a small ball (or a weight) to a target/targets before landing onto an electronic measuring device. A pad score (landing onto electronic target) could double the slalom/bomb run points. In this option the pilot/team with most points is the winner. Rules attached should be modified.
- d) Gun-sight task, where pilots fly to a height and position (target) to visually overlay a ring on a pole over a disc on ground. The pilots would be towed/winched higher than in conventional accuracy landing competition. A judge with a video camera sits inside his disc and films the pilot through simple crosshairs in the ring so that he and the spectators can see successful acquisition. Bright light pointing at pilots tells him that the target has been acquired. There could be a series of three or more discs on ground and one ring on the tall pole. The first ring could be a deceptively easy glide from tow or winch release; the second ring would force the pilots further out or higher, and the third further still with the risk of not making the landing area. This option could be combined with landing on an electronic target where pad score would triple gun-sight task points. In this option the pilot/team with most points is the winner. Rules attached should be modified.

Event Presentation to Spectators :

In all options spectators can follow the competition around the target at approximately 25-50 meters distance (if the target is on land). Spectators can be placed to both cross wind and upwind of the target area. One announcer should be placed within the judging area. No special preparation of the spectator area is required save for the barrier tape to prevent the spectators from walking into the target area.

Spectator Interaction :

Tandem flights may be offered. In addition it may be possible to use paraglider/hang glider flight simulators throughout the event. Exhibition of the sport is also possible.

Infrastructure for Conducting Event

ASC-related Infrastructure :

For this kind of event, the CIVL will require an event director who is acceptable to the commission, this is a person who has previously run similar competitions. In addition the CIVL will appoint a steward and an internal nominated jury (together 4 people). These persons' travel, food, accommodation and catering costs have to be born by the organiser.

WAG Organizer-related infrastructure :

6-9 judges (whom are appointed by the chief judge), the great majority of judges is from same countries as competitors, so travel costs will not be high. 2 observers, (3 jury members,) 2-3 winch operators, 2 launch marshals, 2-3 helpers (line retrievers for winch), one recorder/wind monitor, speaker, scorer (and rescue boat personel if the target is in water).

BID TO HOST

International Hang Gliding & Paragliding Commission (CIVL) Annual Meeting of the Federation Aeronautique Internationale CROATIA, Opatija 2004

Organizer: Croatian Aeronautical Federation

Place: Opatija, near Rijeka

Date: February 2004

Accommodation: The Hotel Ambassador (*****)

Accommodation Fee: single room 1/1 55 Euros + 10 Euros daily lunch
or dinner or 12 Euros buffet
double room 1/2 40 Euros /person + 10 Euros daily lunch or dinner / person
or 12 Euros buffet / person

Facilities for CIVL delegates:

Accommodation,

Organization of transportation - airport / hotel / airport,

Welcome party by President of the CAF,

Opening Ceremony,

Sightseeing tour,

Closing Banquet,

Souvenirs,

** Croatian Airlines will sponsor CIVL participants with special
discount

for airplane tickets for flights to/or via Zagreb,

CROATIAN AERONAUTICAL FEDERATION
