

FAI International Hang Gliding Commission (CIVL)

Annual Meeting, Sitges, Spain. February 24-27 2000

Secretary's note: *proposers and seconders of non-controversial motions have been omitted in the interests of brevity. Papers which accompany these minutes as annexes carry the same number as the related minute. Abbreviations: HG = hang gliding, PG = paragliding, IOC = International Olympic Committee, NAC= National Aero Club, PWC = Paragliding World Cup, WHGS = World Hang Gliding Series.*

These minutes are recorded here in the order of the agenda circulated before the meeting. This differed from the order of business.

The meeting was opened by the President, Olivier Burghelle, at 10.10 hrs.

1 Welcome, roll-call, proxies and apologies for absence

Delegates, Alternates and Observers were welcomed to the meeting and all credentials approved.

Norway had elected Finland to carry the Norwegian proxy.

Countries represented were:

Australia, Austria, Canada, China, Denmark, Finland, France, Germany, Greece, Iceland, Japan, Netherlands, Portugal, Slovenia, South Africa, Spain, Sweden, Switzerland, United Kingdom, USA. Romania had an observer present.

Total of votes: 22

The FAI was represented by Max Bishop (Secretary General)

Apology was received from Poland

2 Approval of Agenda

The revised agenda was approved without dissent. It was agreed that matters arising would be dealt with under the appropriate agenda item or within the working group.

Note: Some item numbering in these minutes differs from published agenda sequences.

3 Minutes of last meeting (Denmark, 1999)

After correcting the Secretary's error concerning the Norwegian proxy, the minutes were approved unanimously

4 Matters arising from minutes of last meeting

There were no matters arising that are not dealt with under the relevant agenda item.

5 Report on CIVL activity during the past year

President Olivier Burghelle presented his report which is **Annex A** to these minutes.

He also reported that Flip Koetsier (Holland) had been seriously ill recently. Further, while in hospital, Flip's house had been burgled and his FAI Medal

(awarded for services to CIVL and hang gliding) stolen. At very short notice, the FAI General Secretary arranged for a replacement to be provided. This was presented to the Dutch delegation, along with the wishes of the entire meeting that Flip should have a quick and complete recovery.

6 FAI activity report

Max Bishop presented a brief report on the FAI's activities during 1999:

- Preparations for the World Air Games continue with increasing intensity.
- The search for media coverage is beginning to be successful: paragliding, hang gliding, aerobatics, ballooning, gliding and parachuting have featured and TWI have sold programs to many countries world-wide.
- Eilif Ness was elected as President for the sixth time. Under FAI rules this must be his final year. He has been an energetic and innovative President.
- The office is now completely settled in Lausanne. CIVL would be very welcome to hold the next CIVL meeting there. The venue would be the Olympic Museum.
- FAI Polo shirts are now available and samples were displayed.

7 Reports from Subcommittees

7a Hang Gliding Competitions, Dennis Pagen (verbal report)

Pagen gave a brief overview of the work to be done. He had engaged Stephane Vielledent (Fr) to chair a sub-group. Bids for 2002 events to be reviewed from Slovenia (European HG) and USA (Female HG and World Class 2).

7b Paragliding Competition, Howard Travers (verbal report)

Travers reported that co-operation with PWC was working well. Serial Class had been introduced. Safety and organisation had improved in the sport.

7c Safety and Training, Klaus Tänzler

A year of improvement. Groups to assist task setting are being introduced; certificated paragliders are becoming accepted and safety features resulting from Hans Bausenwein's paper were to be put to the meeting for discussion and approval (see Annex 16 to the Agenda).

The DHV's video promoting avoidance of the danger of launching with PG-harness straps undone had resulted in a great reduction of the number of such accidents. This year a new video on further aspects of PG safety has been introduced.

Tänzler announced a Safety Conference of the European Hang Glider and Paraglider Organisations. This will take place in Murach, Austria, from May 5-7. See full details in Annex B to these minutes.

7d Flight Verification,

There was no report. Michael Zupanc is taking over from Per Arne Soldal and appealed for people with expertise in any area of flight verification to contact him. The task is becoming increasingly complex and help will be needed.

Dubach (Switzerland) stated that GPS will be tested at all PWC events this year and that CIVL should monitor this.

Burghelle confirmed that certain aspects of Section 7 would apply to year 2000 Championships. Some of these may involve verification procedures.

7e Records and Badges Stewart Midwinter

Midwinter commented that his work during the year was confined to responding to questions and queries. He used to circulate news of new records, but the FAI was now doing this extremely well and he questioned whether the subcommittee was still needed. The President confirmed that it should certainly continue.

7f Class Definitions Dennis Pagen

Pagen reported considerable discussion about Class 2. This will be addressed in the Working Group.

7g Accuracy Competition Riikka Vilkkuna

Vilkkuna presented her report (See Annex C to these minutes).

The 1999 trial event in England had been successful. However, that was mainly based on parascending canopies with low glide performance. Other countries with active accuracy participation (notably Slovenia) use higher performance canopies and have different landing rules. The Group will discuss policy for future Championships.

7h Sporting Code, Section 7, Michael Zupanc

Responsibility for Section 7 passed to Zupanc during the year. Proposed revisions were circulated with the Agenda. No formal report at this stage.

7i Pilot Ranking Scheme Sarah Fenwick

The systems are running well, although some fine tuning is still going on. Speed and Precision categories have now been introduced. The website format is good.

7j Environmental Subcommittee Riikka Vilkkuna

The report appears as **Annex J** to these minutes

8 Treasurer's report

Jim Bowyer: There has been a small reduction in funds during the year. This will be addressed during the Budget Proposals.

9 Review of 1999 Championships

World HG, Italy Paul Thomas

A very successful event, particularly considering that there had been a late change of Meet Director.

World PG, Austria Urs Dubach

Poor weather resulted in too few valid tasks to validate the championship.

For fuller details of both these events, see the Jury President's reports circulated with the Agenda.

10 Bids for future Championships

Valid bids with deposits paid were received as follows:

European HG 2002: Slovenia

World Female HG and Class 2 HG 2002(concurrently): Chelan, USA

In addition, exceptional measures were taken to try to accommodate a bid received from **Italy** to run the **European PG 2002 in the Como** area.

Unfortunately, the required authorisation had not been obtained from the Italian Aero Club. The Organisers were given until 1 May to obtain the necessary signatures. If the deadline is met, CIVL Bureau will evaluate the bid. If not, the event will be awarded to **Slovenia**, which has offered to host it if Italy cannot. This exceptional arrangement was approved by the meeting, with no dissent.

11 Declarations of intent for 2003

PG Accuracy: Netherlands, Slovenia, Turkey

PG World: Brasil (Govenardor Valadares); France (Chamonix)

HG World Class 1: Brasil (Govenardor Valadares), USA (Florida x 2)

Burghelle confirmed that Class 2 HG would change to even years in 2002, and so would not be run in 2003.

Secretary's note: The declarations from Brasil were submitted in due time but arrived while the Secretary was travelling to the meeting.

12 Budget proposal for increased sanction fees Jim Bowyer

To provide the funds required to avoid predicted deficit, the Treasurer proposed increased fees for Category 1 events as follows:

World Championships: Sfr 10,000

Continental Championships: Sfr 6,000.

No change is proposed for Category 2 events. The increase will apply from 1/1/2003.

The proposal was accepted with 1 abstention

13 Competition Schedule Sarah Fenwick

The calendar is becoming very busy. See **Annex D** for 2000/2001 dates.

14 Pilot qualification criteria for competition Sarah Fenwick

The requirements for participation in soaring championships are laid out in **Annex K** to these minutes. The CIVL Ranking system is an integral part of the method. Fenwick confirmed that at present qualification in any ranking list would automatically make a pilot acceptable in all classes of Championship. This policy will be reviewed from time-to-time.

15 World Air Games Olivier Burghelle

Burghelle reported that the organisation is developing well. He is a member of the Sub-Project Development Committee (SPD) concerned with HG and PG.

Two extensive papers were presented (See **Annexes G and H** to these minutes) for Plenary approval.

The only remaining problem is the work required to prepare the western HG launch site at Algodonales. The Spanish Delegate is confident that this will be completed on time.

All the dates and schedules are now fixed (see annex).

In PG the number of competing pilots has been reduced to avoid dangerous overcrowding and this has necessitated an increase in entry fees to 600 Euros.

There will be a form of cut in the Class 1 HG competition but all entrants will continue to fly, with full retrieve etc. However, only pilots in the top group will be in contention for the title. This is a change from the system originally proposed by the organiser. The entry fee remains unchanged (450 Euros) as previously agreed.

16 World Air Games Test Competitions, 2000 Olivier Burghelle

16a HG Classes 1 and 2, Algodonales: June 24 to July 5 (Competition days June 24-July 4). Entry fee 300 Euros. No Speed Gliding test event.

Tasks will probably be flown from two sites and a normalisation formula applied.

Team sizes: Class 1, 6+2; Class 2, 4

16b Paragliding, Sierra Nevada. June 18-24

This will take the form of a normal PWC event. PWC are not prepared to let additional pilots participate. No free flying permitted during the PWC period. However, 4 extra open practice days will be organised for other pilots who wish to fly the sites. Tasks, retrieval and meteorological information will be provided. A fee of 120 Euros will cover the cost of this practice period.

17 RACE competition scoring program Martin Brunn

Brunn announced that the following countries have contributed to the cost of RACE:

Argentina, Australia, Austria, France, Germany, Israel, Italy, Japan, Norway, Poland, Slovenia, Switzerland, Turkey, UK. CIVL had also contributed.

The object of providing a program that will stand up alone to process competition results is achieved. De-bugging will continue until 1 July 2000, when the finalised RACE 2000 will be handed over.

18 World Hang Gliding Series Dennis Pagen

Pagen stated that WHGS is undergoing re-organisation. It has achieved its aims of generating a core of Speed Gliding pilots. No large sponsors have been found, so revision of the system is needed. The name may be changed and he is keeping the ball rolling.

19 Outcomes of Working Group Discussions

19a Safety and Training Klaus Tänzler

The discussion centred on Class 1 hang gliders. The group concluded that requirements for strength and stability were necessary. Their recommendations are in Annex E 'Hang Gliding Safety Standards' to these minutes. Further work is necessary to develop inspection techniques and these will be tried during the season. Pilots should be aware that we are watching, and further discussion is invited.

Part II of the Annex E was adopted by unanimous vote. This specifies certain structural requirements for Class 1 HGs. The requirements apply to any CIVL sanctioned event, regardless of whether an appointed Steward is present. Implementation date is 1/09/2000.

The other parts of the Annex, dealing with pitch stability will not be applied without further investigation and consultation.

Midwinter introduced the Safety/Insurance Website and displayed examples of the information it carries. All countries are requested to supply as much information as possible to help build up the statistical database. The site is at: <http://okjunc.junction.net/~fwilson>

19b Section 7 Michael Zupanc

Generally, the proposed changes shown in the text circulated with the Minutes were supported. These to apply from 1 May 2000. Any exceptions will appear elsewhere in these minutes. However, there will also be a major structural change, based on removing the detailed regulations for soaring competitions from the body of Section 7. In future these will appear in separate annexes, as will the regulations for accuracy, short-course racing etc. The object is to provide more flexibility and allow the individual disciplines to develop according to the requirements of their participants.

A major item in the current Section 7 which is changed as a result of the meeting is 5.4.4: Soaring Championships may now be declared after **three** valid tasks (was 4). A Day Quality of 0.2 or more for each task is required to validate a task.

Bureau's proposal for introduction of a new item, 5.25.4 was rejected by Paragliding Subcommittee, so there will be no Serial Class.

An index will appear in the new edition.

The proposals were accepted unanimously

Two new or revised Annexes to Section 7 were adopted by unanimous vote:

- Annex 12, 'Assistance to a Pilot in Danger'
- Annex 13, 'CIVL Jury and Steward Incident Policy'

19c Paragliding Competitions Howard Travers

To avoid overcrowding of the type that occurred at Bramberg, it is proposed to limit the entry at Paragliding Championships to 150 pilots.

The proposal was accepted unanimously

Sarah Fenwick later presented a paper detailing how entries will be allocated. This needs further detail development which will be done by Zupanc.

Effective date, 1/1/2001. See **Annex L** to these minutes

The paper was accepted unanimously

Two further motions were put concerning the entry limitation:

- That the CIVL Ranking System be used to determine the size of teams, so that nations can estimate the number of competitors they can send to a Championship.
- The Subcommittee shall determine the points awarded in connection with the non-validated 1999 PG World Championship.

Both motions were passed with only one vote against.

No other items concerning Class 3 competition were presented for plenary vote.

19d Records and Badges Stewart Midwinter

The big question is the use of GPS for flight recording. It is acceptable for Championship use, backed up with film, but not for records.

The Gliding Commission have developed flight recorders which they now use without backup. These are quite expensive and larger than the instruments we are accustomed to, but can be used on HGs/PGs.

Midwinter proposed that we authorise the use of IGC recorders for our record attempts. This would be subject to a suitably experienced Observer, who is familiar with the equipment, being available to supervise the attempt(s). IGC Observer s would be acceptable. This is an addition: existing photographic/barographic recording methods continue unaltered.

Adopted unanimously

19e Class Definitions Dennis Pagen

See **Annex F** to these minutes. The main points concern attempts to distinguish between parachutes and paragliders (Class 3), and to consider revision of the Class 2 HG definition.

The Group recommended that no change be made in Class 3: the tasks set will determine what level of glide performance is appropriate.

For Class 2, the following requirements were proposed:

- guidelines of tests for compliance with the existing 'nil-wind take-off and landing' requirement are specified. These have been simplified compared with previous published drafts.
- In competition, the principle that the pilot should not be protected by fairings or integral bodywork was introduced.

Both these proposals were accepted by large majorities

Pagen added that **Annex F** is circulated herewith. He will accept comments proposing detail amendments which will not materially affect the substance of the two decisions voted upon.

This proposal was accepted unanimously

19f Accuracy Riikka Vilkkuna

The following points were discussed and agreed. They will take effect on 1/09/2000:

1. The lack of a definition of a paraglider to distinguish it from a parachute had caused confusion. Decision was taken to allow any type of canopy at the World Championships this year, but the 'Grandfather List' of parascending canopies will no longer be recognised. after 1 September. From then on, paragliders used in any type of CIVL sanctioned event must comply with Section 7 (version May 1999) item 5.12.2
2. Pilots must be rated equivalent to ParaPro Level 4 to participate future Championships. (Pagen questioned whether this was a higher level than was necessary, but Vilkkuna stated that the committee wished to encourage a high piloting standard. Burghelle pointed out that ParaPro levels below 3 are student levels.
3. 'No fall' landing rules will be introduced. Exact penalties etc yet to be decided, but the Slovenian proposal is strongly recommended. Will be tested during practice at this year's Championship.
4. There will be one class of glider.

Martin Brunn (Austria) requested that the Accuracy Working Group should remain constituted and work through the year. This was agreed.

All the above recommendations were adopted without dissent.

20 Awards and Diplomas

FAI Secretary, Max Bishop, presented a commemorative trophy to **Salvador Mogas Filva**, our host in Spain.

The British Hang Gliding Association proposed **Rob Whittall** for the Hang Gliding Diploma, in recognition of his efforts to improve safety in Paragliding competition, mainly through initiating the concept of 'Serial Class'. The proposal was accepted by a vote of 18-2, with 1 abstention.

The Secretary reminded Delegates that two Hang Gliding Diplomas and the Pepe Lopes Medal may be presented each year. There must be more suitable candidates serving the sport, who need not go unacknowledged.

21 Election of Officers

Vice President Howard Travers resigned, and Secretary Noel Whittall had announced his intention to retire.

To fill the posts below, the correct nomination processes were observed. However, in all cases the nominees were unopposed, so all were voted into office by acclamation:

President: Olivier Burghelle

Vice Presidents (4):

Tomoko Kobayashi (Japan)
Dennis Pagen (USA)
Riikka Vilkkuna (Finland)
Michael Zupanc (Australia)

Treasurer:

Jim Bowyer (UK)

Secretary:

Post left open following Whittall's retirement

Chairman of Paragliding Sub-committee:

Xavier Murillo (France) was appointed

22 Voting on bids for future Championships

See Item 7 of these minutes. Final decision 1/05/2000

23 Date and Venue of next CIVL Meeting

February 23-25 2001, Lausanne, Switzerland (FAI HQ)

24 President's Closing Remarks

President Burghelle commented on the amount of work that e-mail was making possible, but appreciated that it was easy to get people overloaded. He proposed that we should develop guidelines for efficient ways of using it and appealed for everybody to be as concise as possible.

He asked that working groups develop limited lists for their work and not use the general CIVL Info list except when necessary.

The website becomes increasingly important. Changes on the CIVL site will be signalled up on CIVL Info.

The meeting closed with thanks to everyone present.

Extra items

During the meeting the Delegates enjoyed presentations by:

- Angel Casado on the video telemetry system developed in Spain which allows the real-time projection of the leaders' progress in gliding Championships.
- Lillian Leblanc on Speed Gliding at Mount Olympus. After showing an exciting video, Lillian announced that she was pleased to be able to report that prize money debts incurred by previous organisers in connection with Speed Gliding had now been paid in full. She was confident that preparations for the 2000 Championships were completely satisfactory. She appealed for all interested countries to ensure that their entries are made in good time.
- Roland Hilfiker on the progress of video-production in connection with the WAG.

*These minutes recorded by Noel Whittall, Secretary and approved by Olivier Burghelle, President - **March 2000***

PRESIDENT'S REPORT TO CIVL PLENARY MEETING

Sitges 25/27 February 2000

Dear delegates, due to the very loaded agenda we have to deal with, I will be as short as possible.

BUREAU ACTIVITY SINCE COPENHAGEN

I have been 5 days in May to Lausanne for the Council meeting.

In June as the World Aior Games Liaison Officer, I spent 9 days in Andaluzia during the Spanish open in Algodonales and on the way back I have been visiting Sierra Nevada.

In the mean time Noel Whittall had a meeting with a delegate of the Malaysian government to investigate the possibility of organising a HG event in Malaysia, finally they organised a speed gliding event. Dennis Pagen will report.

I have been invited to attend the prize giving ceremony in both World meets, I found these visits very fruitful and for the future, I will accept this kind of invitation on the conditions that my diary allows it and if the organisers support my travel cost as CIVL has no funds for that. In October I spent one week in Cyprus for the General Conference where Elif Ness has been re-elected as President for sixth and last year.

In November, we had a 3 days Bureau meeting to prepare for the plenary. In December, I have been to Jim Bowyer's home in Wales for a WHGS meeting. And last week end I have been to Madrid for a World Air Games Liaison meeting.

Moreover, the Bureau members have been in close contact all over the year through e-mails. On Sunday afternoon, we will have a workshop for the Juries and Stewards.

Without overlapping the other reports, I would like to highlight a few important topics:

SAFETY

After the 2 world meets, and especially Bramberg, the Bureau decided in November to investigate all the fields where we could improve safety in CIVL comps. This resulted in the big document of proposal for rule changes. In the mean time we received a letter from Sandie Cochapain who had the same concerns as the Bureau. This letter has been translated into English and published on the web site together with the Bureau answer.

I hope everybody is convinced of the importance of these changes to improve safety.

COMMUNICATION

Internal Communication:

Nowadays, everybody is Internet connected and I will use the CIVL/FAI web site as the only tool of internal communication. When necessary a document will be published on the web site and announced on the CIVLinfo. This includes the invitations to the Meetings and the agenda as well. This implies that all the NACs ; the Delegates and the Alternates are CIVL Info subscribers. **No more mailings will be sent by post.** Note that CIVL Info is not limited to the above mentioned people.

MEDIA COVERAGE

We invested some money in the Joint Venture, I don't know if we will at the end collect some profit, but I am happy to see a good result concerning the TV Coverage of the 2 World meets in 1999. The WAG CC intends to cover as well the Euro PG 2000 in Garmisch and the 2 World Championships in Greece. This is a good result of our investment.

For the other championships, CIVL is prepared to transfer all the rights to the organisers provided they have an outlined project defining how they intend to exploit them.

ORGANISER AGREEMENT

All the organiser agreements have to be signed when the bid is awarded, it means that the 2002 championships have to fulfil this requirement to be awarded.

Moreover the 2000 meets have also to comply with this rule.

WORLD AIR GAMES 2001

Recently some negative comments have been circulated about Algodonales. I would like to remind you that in Sintra we decided that both Austrian and Spanish bids could be considered as World championship, subject for the Spanish one to a visit of Algodonales by a CIVL expert. This was Flip Koetsier, who has been visiting the site and reported that provided some work was done on the take off, the site would be OK for a World Championship. During the same meeting, I was appointed to vote in favour of Austria. This is what I have done against a recommendation of the WAG CC, but Spain won the competition. Now the WAG 2001 will take place in Andaluzia, which is the organising Spanish region. This is of course a compromise but last summer I have been visiting Algodonales during the Spanish open and I confirm Flip's expertise. The only possibility would be to declare that the WAG HG will not be a world championship, which in my opinion would be totally unfair.

FREE MOVEMENT OF PILOTS

I recently initiated an inquiry about the recognition of the IPPI card in various countries and the legal requirements concerning insurance. So far I received a dozen of answers. Please forward this message to your NAC and give me the info. Next month I will publish on the Web site the result even if some countries have not replied yet. This will be updated regularly.

PARAGLIDING WORLD CUP ASSOCIATION

Normal season with some 50% of validated tasks. All the results are available on the PWC Web site : www.pwca.org.

Last year Howard Travers created a working group to improve co-operation between PWCA and CIVL. I must say that this group has not been very active, but the co-operation between both associations is effective looking at the number of PWC Committee members present here. I also pushed Michael Zupanc, Martin Brunn, Fred Escriba and Christian Quest to work together on the GPS and World Ranking Scheme fields.

This is the end of my report and I thank you for your attention

Olivier Burghelle

CIVL 2000 Annex B

DEUTSCHER HANGEGLEITERVERBAND e.V. im DAeC
Beauftragter des Bundesministeriums für Verkehr

Prüf- und Zulassungsstelle

Postfach 88, 83701 Gmund am Tegernsee, Telefon (08022) 96750, Fax (08022) 967599

1. Safety conference of the european hangglider and paraglider organisations

At the annual meeting in Zurich, the presidents of the European hang glider and paraglider organisations agreed on a closer cooperation in flight safety matters. A European concept for more safety in hang glider and paraglider sports was defined as a common goal.

As a first step, a conference of responsible people from national organisations will be organised.

The purpose of this meeting is to introduce the national safety initiatives and to discuss the possibilities of a European concept. It is planned that this meeting will take place annually.

DHV-president Charlie Jöst has confirmed to organise this first safety conference. With this letter, we kindly want to invite you for this conference.

Date: Friday, May 5th, noon until Sunday May 7th, 2000, noon.

Place: Hotel Buchau, Maurach/Achensee, Austria

Room rate: 75 DM/night, inc. breakfast

Topics:

- . Recording of accidents, statistics and analysis
- . Introduction of the national safety initiatives by the representative of the local organization
- . Possibilities of European-wide cooperation

The Achensee scenery is beautiful and offers plenty of flight opportunities. The Achensee is 40 km away from Innsbruck and 100 km from Munich. Both Innsbruck and Munich have international airports. If you plan to come by plane, we can arrange pick up service from the airport to the hotel. Maurach can also easily be reached by car or train.

We have reserved one afternoon for flying, on Saturday night we want to invite you for a barbecue.

After registration we will send you the detailed schedule as well as detailed information on how to reach the Hotel Buchau in Maurach.

Please give a short message, if, and with how many persons you will come.

Phone: 0049-8803- 60598 Fax: 0049-8803- 60510

E-Mail: info@montana-flugsport.com

Looking forward to seeing you in Maurach.

Best regards,

Karl Slezak
DHV- Safety Manager

CIVL 2000 Annex C

REPORT OF PARAGLIDING ACCURACY SUBCOMMITTEE

The concept of paragliding accuracy was introduced to the CIVL at the Plenary meeting in 1998. At the 1999 CIVL meeting the UK presented a bid to hold a World Championship in paragliding accuracy in 2000. The bid was successful and a pre-event, an international paragliding accuracy competition, was held in Middle Wallop, Hampshire, UK August 28th~30th 1999. The competition was organised by the BHPA Accuracy Panel.

87 pilots from 4 countries participated in the pre-event. There were 65 pilots from the UK, 8 from France, 8 from Slovenia and 6 from the Netherlands. The Slovenian team flew paragliders (KimflyOnyx), 64 pilots used conventional parascending canopies and 15 pilots had parachutes (North American Aerodynamics Para-Foils or Parachutes de France Profils).

Organisation in the pre-event

Merv Turner	Meet Director	Dave Jessup	Chief Launch Marshal
John McCormack	Chief Judge	Russ Hicks	Chief of Operations
Mark Bignell	Recorder/Scoring		

Organisation will most likely be the same in 2000. Steward in 1999 was Riikka Vilkuna (FIN).

Organisation of the competition was efficient and all members of staff were extremely motivated and experienced in organising accuracy competitions. There were plenty of staff members for all duties. Members of the Girls Venture Corps from the Isle of Wight and Air Cadets from Swindon were also helping the organisers during the competition.

In the pre-event some officials also participated in the competition and rotated duties, i.e. tow-vehicle driving. Naturally officials will not participate in the competition this year. There were about 20 qualified judges present. In general judging was arranged very well.

General

Weather was very favourable and 8 rounds were completed. Eric Pinot from France won the competition with a result of 22 cm. Atmosphere was good during the event which was a big social gathering of the accuracy people as well.

Organiser had very good towing equipment (Dakar cars and Land Rovers) and an experienced crew of tow vehicle drivers. In the competition three towlines were used simultaneously. One launch marshal directed all of these lines. Pilots were towed with 350 meter rope, release point was decided by the pilot. In general towing ran smoothly. Minor difficulties were encountered at the beginning, because all drivers were not familiar with towing high performance paragliders. This problem was worked out during the first day.

There was enough trained medical staff on site. There was one accident when a Dutch pilot landed in sitting position beside the target and outside the mattress (diameter of the mattress is 5 m). The pilot hurt his back. He was taken to hospital within minutes and it has been reported that he has now recovered.

Middle Wallop is an excellent flying site for an accuracy competition. It is a large, flat and grassy airfield with an active military base (helicopters). Participants of the competition were required to carry some sort of ID at all times, but it was not a problem. The Army Air Corps Paragliding Club operates on the airfield and has good connections with the military base.

With some improvements to accommodation alternatives and some other details (which organiser has promised to take care of or has taken care of already) Middle Wallop has good facilities to hold World Championships in paragliding accuracy.

In the bid for World Championships in 2000 the site mentioned was Swindon, Wiltshire, but after good experiences in Middle Wallop, the World Championships 2000 will be held there instead of Swindon.

The dates of the Championships have also been changed from original July dates to 12th~18th of August, 2000.

Rules

Based on experiences from the competition in Middle Wallop in 1999 the rules of paragliding accuracy have since been widely discussed by e-mail (mostly by Derek Godfrey/Accuracy Panel of the BHPA, Jurij Vertacnik/Slovenian subcommittee of paragliding and myself/CIVL). We've learnt that there are active accuracy pilots in Slovenia and neighbouring countries who run a series of hill launch accuracy competitions during the year and the sport is steadily growing. Differences in accuracy rules between these different groups: pilots who use paragliders (hill launch mostly) and pilots who use parascending canopies and parachutes (towing) have been worked on since August.

In some respects work has succeeded. Problems connected with maximum wind speeds in competitions, towing procedures, separation between pilots in the air, grounds for re-flights, wind speed monitoring etc. have been dealt with. The rules of accuracy for World Championships in 2000 have also been compared with Sporting Code Section 7 and changed when necessary. A few exceptions have been made.

But there are problems remaining. It is now acceptable to use three kinds of wings in paragliding accuracy: parascending wings, parachutes and paragliders. All of them fit into the Section 7 definition of class 3 "paraglider". However, these wings are designed for different purposes and competition rules in these two groups (parachutes & parascending canopies in one group and paragliders in one group) have developed to match characteristics of wings and represent very different styles. One style is close to parachuting accuracy, the other style has developed on the basis of landing on feet without falling. It will be extremely difficult (or impossible) to have a satisfactory accuracy competition in the future with such a variety of wings. This situation leads to having two classes of accuracy (paragliders, parascending wings & parachutes) within one competition and eventually might lead to two separate accuracy competitions within the CIVL

The Aeronautical Association of Slovenia has made a proposal to include a "no fall" rule to paragliding accuracy rules (draft 3). This rule change is not supported by the 2000 Championships organiser, because it would require a great change in accuracy style. But this rule should be accepted for the future, because it will encourage further participation of paraglider pilots in accuracy competitions and develop paragliding accuracy. An other alternative is to clearly define which wings can be used in CIVL accuracy competitions. Current accuracy rules, the draft of rules for World Championships this year, encourage

participation of parachutists who practise towing. If parachutists participate in CIVL accuracy competitions were are on a path to a conflict with the IPC.

Helsinki February 21st, 2000

Riikka Vilkuna
Delegate of Finland

Competition Calendar 2000 - 2002

2000	Location	Dates	Class	Trainin Days
HANG GLIDING (class 1 & 2)				
Women's World HG Championships	Greece	16-24 June	1	16/17 Ju
Test WAG HG	Spain	24 June - 6 July	1, 2	24/25 Ju
European HG Championships	Austria	8 - 23 July	1, 2	8/9 July
Speed Gliding World Championships	Greece	28 July - 5 August	1	
PARAGLIDING				
Test WAG PG (PWC)	Spain	18 - 24 June	3	
European PG Championships	Germany	27 July - 13 August	3	
Accuracy World Championships	UK	12 - 18 August	3	
2001 ALL CLASSES				
World Air Games HG and PG	Spain	14 June - 1 July	1, 2, 3	14/15 Ju
WAG Speed Gliding		June 14, 15, 23, 30		
Test Women's & Class 2 Worlds (TBC)	USA	TBC	1, 2	
Test European HG	Slovenia	5 - 14 July	3	
2002 ALL CLASSES				
European HG Championships	Slovenia	20 June - 6 July	1, 2	
Female Worlds	USA	11 - 21 July	1	
Class 2 Worlds	USA	11 - 21 July	2	
European PG Champs	Slovenia or Italy	TBC	3	

TBC = to be confirmed

**Proposal by CIVL safety and training
subcommittee**

HANG GLIDING SAFETY STANDARDS FOR CIVL CLASS I EVENTS

I–PURPOSE

The purpose of these standards is to insure a certain minimum level of structural integrity, pitch stability and passive safety in modern Class I hang gliders. In general hang gliders should comply with the load test certification standards of either the HGMA, BHPA or DHV.

Note: All load factor minimums included in these rules are provided as guidelines to pilots and manufacturers. They are not intended to be testing standards for meet officials or technical committees.

II– STRUCTURAL LIMITS

1. Minimum diameter of steel portion of bottom structural cables is 1.9 mm or 5/64 inches. If material other than steel is used, minimum breaking strength of side cables must be 340 kg (750 lbs)*. Front to rear lower cables must be plastic coated to avoid cutting the pilot during crash landings.
2. Side, front and rear cables must not be attached to the A-frame further away from the basebar - upright connection point than 10% of the free compression length (bolt-to-bolt length) of the uprights.
3. Uprights have to have a minimum width of the cross section of 22 mm.
4. If a speedbar is made of composite materials, it must have an internal steel rigging cable with a minimum diameter of 1,9 mm. A minimum tension load of 340 kg* is required.
5. The pilot suspension should have a minimum breaking strength of 1800 kg (4000 lbs)* which includes both the harness suspension straps and the glider attachment loop and carabiner. The attachment loop must have a backup which bypasses any mechanical devices and either the main or backup must be non-metallic.
6. A rescue parachute reached by both the pilot's hands is mandatory.

III– PENALTIES

The normal penalty for noncompliance is a 20 % reduction in score for the last round flown. If during a subsequent round the glider is again found to be noncompliant a 0 score will result for that round. At the discretion of the Meet Steward a lesser penalty may be applied in rare cases due to extenuating circumstances.

IV–STABILITY LIMITS

CIVL intends to adopt pitch stability testing. The following methods are proposed and will be tried in the forthcoming competition season.

A The glider's batten profile must comply with the published batten pattern to remain within 1.5 cm of the pertinent line. The published batten pattern is that to be submitted with the glider during certification.

B The glider's washout (twist) limiting devices must be set within the manufacturer's tolerances as published in the certification package. The method to test the pitch stability devices is the standard method such as a string from one side to the other to compare the height above a keel reference point. A tolerance of 2.5 cm (1 inch) should be allowed. It is suggested that DHV, HGMA and BHPA agree on a minimum setting below the certified setting.

February 25, 2000

Minutes of the Class Definition Working Group

PRESENT

Dennis Pagen (Chairman), Noel Whittall, Paul Thomas, Dan Uchytel, Lukas Etz, GW Meadows, Pia von Essen, Stewart Midwinter, Jim Bowyer, Torben Taustrop, Stephane Vieilledent & Roland Vuketich.

CLARIFICATION OF CLASS 3

The working group concluded that there is no practical way of defining the difference between the current Class 3 aircraft commonly known as a "Parachute" and "Soaring" paragliders. Therefore we feel that the characteristics of the aircraft appropriate for any competition be determined by task selection.

GUIDELINES FOR CLASS 2 DETERMINATION

The Class Definition Committee is continuing the process of investigating the possibility of adding new classes to include more specific design characteristics

These guidelines are intended to provide procedures for manufacturers and the CIVL Classification Technical Committee (hereafter referred to the *Committee*).

BACKGROUND

The definition of a Class 2 hang glider includes the requirement that it be capable of being foot launched and landed consistently in nil wind (Refer to Section 7, 1.4.2). The reason for this requirement is to preserve the light weight and simple nature of the class. Weight is the ultimate factor limiting performance, so this requirement helps create a level playing field while allowing reasonable design development. In order for a glider to be classified as class 2 by the Committee it must be observed to be launched and landed repeatedly in nil wind. Hang gliders with aerodynamic controls that cannot pass this requirement are class 4 gliders.

I. MANUFACTURER PROCEDURES

Manufacturers with a new design introduced after 1 March 2000 intended to be a Class 2 glider that they wish to enter into a CIVL sanctioned competition should contact the Committee. The Committee will either accept a videotape demonstrating the required takeoffs and landings or the manufacturer may choose to demonstrate the procedure for a Committee member or appointee. Evidence submitted solely by videotape will be ruled by Committee or the Chairman when the Committee is not convened. Evidence from an independent Committee member witness or an appointed witness will be reviewed in a timely fashion. When it is submitted, it is suggested that two weeks be allowed for proper review.

A VIDEOTAPE REQUIREMENTS

Videotape submitted as the sole proof of nil-wind capabilities (i.e. there is no official Committee witness) must include the following:

1. A continuous film of each flight including takeoff and landing shot from the landing area. A total of two flights demonstrating safe takeoffs and landings must be shown. Both takeoffs and landings must be clearly visible on the videotape. Note: the use of flaps is allowed at any point in the flight.
2. The slope of the takeoff must be shown by filming the slope perpendicular to the fall line with the horizon or a visible level as reference. A normal lens setting should be used for at least part of the shooting.
3. The wind streamers near the takeoff and near the landing must be clearly shown in the same continuous video as the takeoff and landing. It is suggested that the cameraman zoom in or walk to the streamer while filming.
4. Still photos of two landings with a date and time stamp (databack camera) must be submitted along with the videotape as evidence that the flights occurred successively within a reasonable time period.

B FURTHER REQUIREMENTS

5. The maximum angle of the launch slope is 30 degrees from the horizontal.
6. A light material strip such as Nylon or surveyor's tape or lengths of yam must be used as streamer material to indicate nil wind (see Section 7, 1.4.2). The streamer material must be free from the staff, which can be accomplished by slanting the staff. By definition, slight stirring of the streamer is allowed. We suggest lifting and dropping the streamer to prove it hasn't been artificially stiffened.
7. Takeoffs and landings, to be successful, must occur solely on the pilot's feet with no part of the glider touching the ground except a wing tip and/or the rear end of the keel (or tail if so equipped).
8. The manufacturer must declare the weight of the glider as tested.
9. The manufacturer must submit an affidavit stating the maximum weight of the glider to be used in competition. In addition the wing dimensions including span, root chord, tip chord (measured at the most outboard point where both the trailing edge and leading edge are straight) and area. New editions of a design which change wing loading must be re-examined.

C WITNESS REQUIREMENTS

1. If a Committee member witness is used, no videotape is necessary, but a written report describing the two takeoffs and landings as being successful must be made by the witness. This report must include the takeoff slope angle and the wind observed. Accompanying videotape is desirable. The manufacturer is responsible for all expenses of the witness, including travel, lodging and food. Note: this procedure can take place at any agreed upon site.
2. If an appointed witness is used, a written report must be made *and* a videotape fulfilling the requirements of A must be submitted. Note: the advantage of this procedure is that it can take place anytime suitable arrangements can be made for an appointed witness to be present.

D COMMITTEE RESPONSIBILITIES

The Committee will meet at the CIVL plenary meeting and rule on any outstanding requests. The Committee will rule on witnessed submissions between plenary sessions in a timely fashion. At least one member must view submitted videotape or the flights in this case. The Committee will maintain a current list of accepted class 2 gliders on the CIVL web site.

Special Note: Wheels are allowed on class 2 gliders in competition. However, all launches other than tow launches must be performed on foot (see Special Rules For Disabled Pilots, Section 7, 1.4.3.2).

II. FAIRINGS

Fairings are not allowed in Class 2*. For the purposes of this document a fairing is defined as a streamlined structure rigidly attached to the glider frame enclosing or partially enclosing the pilot. Any form of windscreen or streamlining attached to the frame of the glider for the purpose of reducing the drag of the pilot is prohibited. The Committee shall rule on structures that are questionable.

This rule, if adopted, will be introduced on 1 March 2000 and will apply to all existing gliders and any new gliders introduced under the scheme outlined above, if that is accepted.

D Pagen (Chairman)

Feb 25 2000

* Secretary's note: The ruling on fairings will apply only to competition during the 2000 season. The situation concerning records is under review.

Sub-Project document (SPD) CIVL – Version approved (26/02/00)

Hang gliding ALGODONALES

EVENT PROJECT DOCUMENT FOR _____Hang Gliding Class 1 & 2_____

1. EVENT

- 1.1 Title of the Event
- 2nd World Air Games 2001 HG Class 1 & 2
 - 13th World Championship HG Class 1
 - 8th World Championship HG Class 2
 - Speed Gliding Grand Prix of Andalucia

2. DATE

- 2.1 June 14th - July 1st 2001

3. SITE

3.1 Geographical position of the site

The HG Headquarters will be located in La Muela, Algodonales 90 kms ESE from Seville
The take off will be at the Sierra Lijar above the village of Algodonales. The top of the mountains 1100 m ASL offers 2 take off sites.

- 1) 1100m ASL ranging from S to E
- 2) 950m ASL ranging from SW to NW

The region is characterised by gentle hills to the W and N and flatlands towards the provinces of Seville, Huelva and Cordoba. To the south there is part of the ridge of the Sierra de Cadiz with the highest point at 1655m ASL. Going NE we find flatlands with some lower mountains towards the province of Malaga and Granada.

Roads communications are very good: 1.5 hours driving to Seville (location of the opening ceremony) and 1 hour to Jerez (location of the closing ceremonies)

3.2. Meteorological report for site and/or competition area

Weather conditions in June are excellent for hang gliding; the best season is at the end of spring and beginning of summer. In June, the predominant winds are westerly or easterly, altitude ceilings are up to 3000m-3500m ASL. The best thermal activity varies from 2.00pm to 5.00pm depending if we use the east take off or the west take off.

The National Institute of Meteorology will be responsible for meteorological briefings and WAG forecasting. State of the art equipment is used by the National Institute of Meteorology to gather pertinent data and transmit the latter to the different competition locations.

3.3 Airspace restrictions for the area.

The competition area is far from main airports. Easterly at 60 km you fall under LER 57 with restriction from ground to 6000 ft. To the South no limitation until the coast at Algeciras you find LEP 117 with total restriction GND to unlimited. Far to the north-west you fall under the area LED 89 A at Moron with restriction from GND to 5000 ft. And in the same direction Sevilla CTR with restriction from GND to 300m. South-westerly the area of Jerez CTR with restriction, from GND to 300m.

3.4. Accommodation facilities

The entry fee (450 Euros) includes camping place for pilots and crews during competition and official training (2 days). Alternative accommodations are available in town and in the surrounding area. A tourism agency with Internet and a web site will handle all bookings.

3.5. International access to the site

- by road, highways till Sevilla - Antequera, then very good roads (less than 100 km) with very little traffic
- by plane, several international airports (Madrid, Seville, Malaga, Jerez, Gibraltar). The organisation will provide on request through the tourism agency the necessary cars with the proper equipment for carrying the gliders, to be rented at the airport with redelivery at the airport.

3.6. Local transport.

The organiser will provide transport for pilots and equipment, when necessary, to the take off and retrieve on the course line. If necessary local chauffeurs may be arranged.

4. VENUE

The Headquarters are located in the village of La Muela - Algodonales. La Muela is a little town on the way to the launch area. The 2 take offs E and W are on the same mountain of Lijar 20 minutes driving from the headquarters

5. VENUE's INFRASTRUCTURE

5.1 Existing venue's infrastructure

- The Headquarters are big enough for the event.
- Eastern take off wide enough
- Western take off can allow only 90 gliders to be rigged up.
- Access track to the take off acceptable but not very good.

5.2. Infrastructure, needed to be assembled temporary and assembly plan and schedule

- The assembly plan and schedule is being developed at this moment. As soon as it's ready, it will be sent to CIVL.

5.3. Infrastructure, needed to be constructed and construction plan and schedule.

- The assembly plan and schedule is being developed at this moment. As soon as it's ready, it will be sent to CIVL.

5.3.1 The headquarters according to the mayor will be located in the actual public library at La Muela. It will include:

- A big room 100 m2 for the pilot's reporting
- Next to this room another big room 60 m2 for the organiser staff controlling the flights and producing the results. This room will be equipped with 3 telephone lines, computers, Internet, phone, fax radio, photocopy machines.
- A meeting room for the jury and stewards 30 m2
- Next to this room a pressroom equipped with computer, 3 telephone lines, Internet, phone & fax.
- Toilet facilities in each room.
- A big room 300 m2 for daily team leaders briefings, with coffee services each morning.

5.3.2 Eastern take off is wide enough but need to be rounded to allow take off from SW 220° to NE 60°

5.3.3 Western Take off by the time being allows only 90 gliders to be rigged up. The available space has to be doubled as a minimum to allow 200 class 1 gliders with 4 ramps. Grass should be grown up to avoid erosion and mud on the gliders as well. This has to be completed before the test competition in 2000. Taking into account the necessary time to allow the grass to grow.

5.3.4 Car and Helicopter park.

- A helicopter area with a white H has to be organised between both take offs.
- Car park areas for visitors have to be prepared
- This equipment has to be prepared before the test competition in 2000

5.3.5 Access path: 7 km should be improved to avoid damage to cars.

5.3.6 Safety equipment: There are hospitals in Villamartin (20 min driving), Ronda (30 min driving), in Seville (1.5 hours driving), in Jerez (1 hour driving), in Cadiz (1,5 hours driving).

- An ambulance with an english speaking doctor specialised in 1st aid rescue must be available at suitable place.

- A helicopter with a 30 minutes maximum response time must be available. This helicopter must be equipped for mountain rescue.

6. SPECIALISED EQUIPMENT

6.1 List of the specialised equipment, needed for execution of the event.

- Megaphones
- Radio Repeater
- Official notice board
- Electronic contest number board
- Pilots' contest numbers
- Scoring Maps
- Official Clock
- Launchmaster Jackets
- Films (photographs) + development
- Windsocks & flags
- Start-point & goal Tarps
- Speedgliding gates
- Radios transceivers
- Photocopiers
- Computers/Printers
- Negative viewfinder.
- Video & TV
- Telephones fixed & Mobil
- Scoring software
- Ultralight for meteorological soundings

6.1.1. An English-speaking meteorologist must give the meteorological Briefing. The weather forecast must be based on local air mass sounding. The briefing must be given for soaring purposes and should include the positioning of the sea breeze confluence with enough accuracy to avoid course legs in the sea breeze. An indication on the vertical speed for the day must be given. The expected time where the inversion is to be broken. etc.

6.1.2. For safety reasons, to have good radio coverage, install a radio repeater on the top of Sierra Lijar.

6.1.3. Maps. All the pilots, team leaders, assistants and officials must be given a map covering all the area. This map must show the UTM Co-ordinates and/or the GPS co-ordinates as well. The scale must be clearly shown. All the take offs, goals and turn points must be identified with numbers or letters. A set of pictures of all these points must be provided together with the map. The co-ordinates of all these points must be given to the pilots and down loaded from the organiser computer to the pilot's GPS on request.

6.1.4. The GPS for flight verification purpose should be used as the main mean of verification if it has been properly tested during the test meet. Photo will remain the back up system.

6.1.5. If possible for media coverage purpose the pilot tracking system should be used.

6.1.6. The organisation must have a web site with a link to FAI web site. Every day a short description of the task together with the provisional results must be shown. This has to be done as soon as the results are posted for the pilots.

7. MANPOWER PLAN

7.1 Manpower plan for the Event (see CIVL HG Budget)

7.2 ASC WAG Liaison Officer and/or expert (filled up by CIVL)

Olivier Burghelle

Kerprat

22290 Pleguien (France)

TEL: +33 296 70 01 25

FAX: +33 296 70 10 57

E-mail: olivier.burghelle@wanadoo.fr

7.3. ASC foreign experts and their deployment by names (filled up by CIVL)

7.4. 2001ECO Local Event Operational Manager

José Manuel Sánchez García

PoBox. 186

11100 San Fernando - Cádiz

TEL: +34 956 445 983

+34 616 573 966

FAX: +34 956 592 692

Email: ceginforbk@nexo.es

Salvador Mogas Filva

TEL: +34 639 390 274

E-mail: Fae@lanwork.es

7.5. Local Spanish staff, which will be shared for more than one venue (for common site services).
(See CIVL HG Budget)

8. PARTICIPATION

8.1 Estimated number of competitors (see CIVL HG Budget)

8.2. Estimated number of other delegation members

8.3. Number of Stewards (2), juries (3), and marshals (filled up by CIVL)

8.4. Estimated number of ASCs' and 2001 ECO Experts, CP and staff (filled up by CIVL)

8.5. Estimated number of guests

8.6. Summary (see CIVL HG Budget)

9. EVENT PROGRAMME

9.1 Event Overall Programme within the WAG Programme

Departure on the 2nd of July.

9.2. Daily Programme

- 08.00 Publication of provisional results of the previous task
- 09.00 Time limit for written complains
- 09.00 Publication of the official results
- 09.00 Team Leaders Briefing in La Muela - Algodonales
- 10.00 time limit for protests
- 12.15 T.L. Briefing at launch
- 13.30 Window opening
- 21.00 Goal closing time
- 22.30 Time limit to give the landing report at headquarters

9.3. Training period

The training period will from 1st June up to 13th June.

Official training and registration will be on 14th-15th June.

9.4. Opening Ceremony

The opening ceremony will be double. The first opening ceremony will be held at Algodonales on 16th June. And the second official WAG opening ceremony will be at Seville Olympic Stadium on 23rd June.

9.5. Closing ceremony

- The closing ceremony will be double as well. Local ceremony at Algodonales on the 30th and Official WAG closing ceremony will be at Jerez Motor Racing Circuit on the 1st July.
- 9.6. Speed Gliding Grand Prix of Andalucia Calendar:
June 14th, 15th, 23rd and 30th (early morning).
- 9.7. Cultural and other events
There will be several cultural events held during the competition days at Algodonales, for pilots, assistants, and visitors.
- 9.8. Contest days
- First Lap: June 17-22
 - Second Lap: June 24-29

10. FAI ASC APPROVED PERSONNEL

- 10.1 ASC WAG Liaison Officer
Olivier Burghelle
- 10.2. Other ASC approved personnel by names (filled up by CIVL)

11. OUTLINE BUDGET (PESETAS)

11.1	Accommodation + catering costs	40,670,000
11.2.	Local transport costs	6,300,000
11.3.	Infrastructure costs	0
11.4.	Equipment costs	750,000
11.5.	Manpower cost	2,000,000
11.6.	Site and Venue preparation cost	3,700,000
11.7.	Administration and communication costs	1,850,000
11.8.	ASC Sanction fee	
11.9.	Other costs + contingency	11,850,000
	Total	67,120,000

12. INCOME

- 12.1 Income, generated in terms of Entry fees and other participants generated income:
34,250,000

13. SUMMARY

- 13.1. Estimated Shortfall or Surplus:
Shortfall 32,870,000

14. WORK FLOW PLAN

Work flow chart

DEADLINE	REF.MPD	TASK
30/09/99	WFP 8	SPD completion
30/10/99		SPD approval
24/02/00	WFP 16	Report to CIVL
30/11/99		SPD translation into Spanish
30/11/99	WFP 10	Accommodation-allotment fixed reservations
10/12/99	WFP 27	TC preliminary information + official invitation to NACs
31/01/00	WFP 29	TC Entry Form sent
31/03/00		TC Entry deadline

31/05/00	WFP 36	Plan Opening and Closure ceremonies for TC
1/06/00	WFP 37	Prepare infrastructures for TC
14/06/00	WFP 38	TC staff on site
17/06/00		TC tests
18/06/00	WFP 41	TC start
01/07/00		TC end
15/09/00	WFP 42	Report on TC
15/09/00	WFP 43	WC preliminary invitation to NACs
1/11/00	WFP 44	WC official invitation to NACs + Bulletin N.0
xx/11/00	WFP 46	Report to CIVL
10/01/01	WFP 50	WC preliminary Entry Form sent + Bulletin N.1
30/03/01	WFP 50	Preliminary Entry deadline
30/04/01	WFP 51	Final Entry Form sent + Bulletin N.2
30/03/01	WFP 48	Plan Opening and Closure ceremonies
1/05/01	WFP 52	Final Entry deadline
15/05/01	WFP 53	Accommodation final update for the WC
10/06/01	WFP 54	Key staff on site
15/06/01	WFP 55	Set up site and venue
15/06/01	WFP 56	Prepare and decorate site, venue, town, roads, etc.
16/06/01	WFP 57	Test venue
16/06/01	WFP 58	Test communications
16/06/01	WFP 59	Test competition organization
18/06/01	WFP 60	Reception, accommodation, check-in of participants WC
18/06/01	WFP 61	Training period
16/06/01	WFP 62	Set up Press-centre
18/06/01		Final training
23/06/01	WFP 65	WAG Opening ceremony (Seville)
19/06/01	WFP 66	WC Start
30/06/01		WC End
30/06/01		WC Rewarding Ceremony
1/07/01	WFP 69	WAG Closing ceremony (Jerez)
2/07/01	WFP 70	Departure of participants and experts
2/07/01	WFP 71	Disassemble venue and site
10/07/01	WFP 72	Demobilise staff
30/10/01	WFP 75	Report to CIVL

15. ENTRY FEES

Accredited participant: 450 Euros

Entry fees will include:

- Maps and information sets for crew members
- Transport to the opening and closing ceremonies
- Camping site
- Daily scoring
- Films for each competition day and development
- Souvenir package

16. **PREMIER SPORTING EVENT. TESTS 2000.**

Our Premier Sporting Event, or tests for 2001, needs the same infrastructure, and basically the same costs as the WAG 2001 Hang Gliding Events. For year 2000 we will have Pre-Worlds at Algodonales, with the same number of pilots as for the Worlds in 2001. And so, all the needs of Budget 2001 have to be made for year 2000, considering that the fixed costs, like Infrastructure, Equipment Purchase, Site Preparation, Maps, don't need to be made twice. But they surely have to be done for the first event, which means that for June 2000 we need the whole lot. And the budget has to be distributed in the same way.

17. **APPROVAL OF THE SUB-PROJECT DOCUMENT**

17.1 SPD prepared by Olivier Burghelle & José M. Sánchez on 30th September 1.999

17.2 SPD presented to FAI ASC and approved by FAI ASC Plenary meeting on

17.3. SPD presented to WAGCC and approved by WAGCC on

17.4. SPD presented to 2001 ECO and approved by 2001ECO on

1. EVENT

II World Air Games Paragliding Championships 2001 Paragliding World Championships

2. DATE

June 16th - July 1st 2001

3. SITE

3.1. Geographical Position of the Site

Sierra Nevada is located near the city of Granada (31 kms), in Southern Spain, in the Autonomous Region of Andalusia. Granada offers a wide variety in culture, sports and recreation, along with many tourist attractions of special interests to visitors, among them the outstanding Arab Castle, The *Alhambra* and of course Sierra Nevada Ski Resort, the southernmost in Europe. Sierra Nevada is located in the Penibetic Mountain Range and has the highest peaks in the Iberian Peninsula. Its unique natural value and breathtaking scenery has had this natural park declared Integral Reserve of the Biosphere by the UNESCO.

The mountain Range has 20 peaks of over 3,000 meters whose northern faces are snow-covered throughout the winter season. The main peaks are Mulhacén, the highest summit in the Iberian Peninsula, (3,481 m) and Veleta (3,470 m). The range goes from East to West for over 100 kms. With take-off areas at 1,300 and 2,700 meters, one can fly in every direction, the only limit being the sea, 50 kms South. Classical flights for competitions are:

Sierra Nevada-the sea

Sierra Nevada-the desert

Sierra Nevada-Sierra Nevada

An airport and a military air base are located 30 and 20 kms respectively west of Sierra Nevada, where there are airspace restrictions but the competition does not take place near those areas.

3.2. Meteorological report for site and competition area

In June the temperature ranges from 13 to 26 degrees Celsius with 334 hours of sun monthly (80%). Average rainfall in this month is 36,2 l/m (1961-1999).

There is thermal activity from approximately 12:00 to 20:00 local time, being the best one at solar noon (14:00 local time). It ranges from a maximum of 7 m/sec in the most exposed areas with confluence of winds to very variable minimums with an average of 4 m/sec. The intensity of the thermals rises in low altitude and above 3,000 m it decreases considerably although higher intensity can be found in areas of convergence of winds. Any direction of soft meteorological winds (less than 25 km/h at take-off altitude) allows flying and the most frequent ones are valley breezes.

3.3. Accommodation

The entry fee (600 Euros) does not include room and board. The organization will offer different accommodation options and will handle the reservations.

3.4. International access to the site

Europe's highest mountain road provides easy-access to Sierra Nevada from the city of Granada. Wide and safe, the road is connected to Granada's major highway bypass. Travel time to Sierra Nevada is currently 25 minutes. The city of Granada has an exceptional communications network, including: a railway station, bus station, international airport (45 km from Sierra Nevada) and roads which link the city to other major Spanish cities. There are four daily flights connecting Granada airport with Madrid and Barcelona airports. Other international airports are located near Granada such as Malaga (70 minutes by road) or Seville (90 minutes). Access to Granada by road is quick and easy by means of several dual highways.

3.5. Local transport

Transport between headquarters and take-off and retrieve back to headquarters will be provided by the organization. No transport is necessary within the village since it is small. There is a bus Granada-Sierra Nevada-Granada once daily. You can also hire a taxi (30\$ or 27 euros aprox.)

4. VENUE

Sierra Nevada is well-known since PWC events were held here in 1996 and 1998. Headquarters are located in the village and ski resort.

There is a huge take-off area in *Cauchiles* (municipality of Monachil) at 2700 m ASL oriented to two valleys ranging from SW to NE. The access is by an asphalt road and it takes 20 minutes from headquarters. There are two additional take-off areas: one on *Monte Ahí de Cara* at 2,000 m ASL, a 10-minute drive from headquarters, and the other, *Las Rozas*, at 1,300 m ASL and approximately one-hour drive and very near Granada.

The main official landing fields are:

Castell:	on the seaside	2-hour bus ride	0 m ASL
Baza:	on the desert	2-hour bus ride	1,000 m ASL
Cenes:	4 kms from Granada	40-minutes bus ride	700 m ASL
Cauchiles:	Top Landing (more than 6 ha)		2,700 m ASL

5. INFRASTRUCTURE

5.1. Existing infrastructure

5.1.1. Take-off areas: the above mentioned are good natural take-off places which need no preparatory work except for the access road to *Las Rozas*.

5.1.2. Landing fields: the landing areas are naturally appropriate except for the one closest to Granada: *Cenes*

5.1.3. Safety: Heliport and health center in Sierra Nevada. There is a helicopter stationed permanently at main Hospital in Granada. There are several major hospitals in Granada. An specialized mountain rescue team is located in Sierra Nevada (*Guardia Civil de Montaña*).

5.2. Infrastructures to be assembled temporarily, plan and schedule

5.2.1. Headquarters

The headquarters will be located within the offices of CETURSA (company that manages the resort) in Pradollano and will include:

Briefing Room with screen for projections

Competition office with big room to receive pilots for reports, information, etc. plus small rooms for staff, jury and stewards, scoring team (computers), control of films, access to internet for pilots, etc. These will be equipped with telephone, computers, fax, internet, radio and photocopying machine.

Press room equipped with several telephone lines, fax and internet.

5.2.2. The following permissions will be obtained:

- NOTAM (usual procedure)
- Frequency bands (from relevant authorities)
- Alternative landing fields (from town authorities)

5.2.3. Safety

A *UVI mobile* (Emergency mobile unit) with an English-speaking doctor specialized in 1st aid rescue will be provided and available at suitable places or else a mountain rescue equipped helicopter must be available with a maximum response time of 30 minutes.

Work is being done to have one helicopter, of use exclusive for the competition, stationed in Sierra Nevada.

5.3. Infrastructure to be constructed, plan and schedule

5.3.1. Landing field *Cenes de la Vega*

There exists already a landing field in use for paragliders, which is located right at the east end of the town of Cenes de la Vega next to the road to Sierra Nevada. Its dimensions are 200 by 100m. It is currently used to dump building waste (debris, sand...) by the local council. It is an excellent landing spot and there are also hardly any places left at the end of the valley.

In 10 years of paragliding in Granada, Cenes has been chosen by fliers as a convenient landing field, which makes it the most common for all fliers and the most used goal in competitions.

To use Cenes as an official landing field of WAG the following work needs to be carried out:

Stop the dumping of waste: December 1999

Leveling of the ground and disposal of the waste: January 2000

The small cliff at the east end of the field must be turned into a gentle slope, since this is the area for final approximation to the field: January 2000

Building of a 40 m access track at the same end of the field: January 2000

Once this previous work has been done and the land is suitable, for it to become a proper landing field and goal it is necessary to flatten the central area, to delimit and paint a bull's eye in the middle, to grow grass and finally to build a two-meter-high tower in the area next to the road and place two visible windsocks. All this should be finished by April 2000.

5.3.2. Access road to *Las Rozas* take-off

This take-off area belongs to the municipalities of Pinos Genil, Monachil and Cenes de la Vega and needs widening, cleaning and leveling from the entrance on the road that leads to the road that leads to the very take-off. This path is known as *Los Neveros*. March 2000. Since it is a dirt road, it needs yearly maintenance.

5.3.3. Installation of a radio repeater at *Sabinas* take-off or *El Cerrajón*

For good radio coverage. March-April 2000. It needs maintenance as well, but it is absolutely necessary to have an official frequency.

5.3.4. Installation of a meteorological station at *Sabinas* take-off (1,300 m)

March-April 2000. It should include internet connection. It needs maintenance.

6. SPECIALIZED EQUIPMENT

The meteo briefing must be given by an English speaking meteorologist. The weather forecast must be based on local air mass soundings. The briefing must be given for soaring purposes and should include the positioning of confluences, altitude of inversion layers, an indication of

the vertical speed expected during the day, direction and speed winds at various altitudes.

The GPS for flight verification purposes should be used as the main mean of verification if it has been properly tested during the test meet in 2000. Photo will remain the back up system.

6.1. List of the specialized equipment needed for the carrying out of the event

6.1.1 Take-off equipment

Amount

- Meteorological information sheets (Meteosat and winds).
- Jury sheets.
- Dossier kinds of tasks.
- Turn points pictures.
- Lists of Pilots.
- Report sheets.
- Films.....100 unid
- Maps.
- Extra cameras.....20 unid
- Ruler.....7 unid
- Digital clock.....2 unid
- Scales.....2 unid
- Radios.....2 unid
- Megaphone.....1 unid
- Posters for reports.
- Paper.
- Pens.
- Pencils.
- Markers (for white board and for writing).
- Alcohol

- Binoculars.....2 unid

6.1.2. Assembly equipment

Amount

- Stage (Plaza Andalucía)
- Platforms at take-off
- Stands or holders for banners
- Poles
- Board.....2 unid
- 3-D maps.....2 unid
- Litter bins
- Posts
- Assembly tools
- Sponsors banners
- Fencing tape
- Windsocks.....10 unid
- Wind tapes

6.1.3. Goal

Amount

- Mace and pegs for goal line
- Vehicle (9 seats)1 unid
- Radio equipment.....1 unid
- Lap top computer with modem.....1 unid
- Mobile Phone.....1 unid
- Windsocks.....2 unid
- Binoculars.....4 unid
- Flag

- Goal line (50 m x 1 m).....1 unid
- Video camera.....1 unid
- Extra battery and tapes
- Digital clocks.....2 unid
- Report control sheets.
- Marquee with tables and chairs.
- Stationery (pens, pencils, paper, etc.).
- Icebox for films.
- Telephone list..
- Fencing tape.

6.1.4. Start point

Amount

- Mace and pegs for start point.
- Digital clock.
- Start point lines (25 by 1 m).....5 unid

6.1.5. Safety

Amount

- Ambulance (emergency mobile unit).
- Helicopter.
- Rescue teams equipment.

6.1.6 Office equipment

Amount

- Office furniture for the use of 12 people.
- Computer system: connected units for the use of three people.

- Photocopying machine (60 copies per minute minimum).
- TV monitors.....2 unid
- Telephone lines.....2 unid
- Fax line.....1 unid
- Notice boards (inside and outside).....2 unid
- Minilab for film developing.....1 unid
- Radio equipment.....1 unid
- Maps of flight area:
 - Scale 1:200,000 (physical).....3 unid
 - Scale 1:50,000 (topographical).....2 unid
 - Scale 1:100,000 (physical).....1 unid
 - Scale 1:100,000 (orthoimage).....1 unid
 - Scale 1:500,000 (air space).....3 unid
- Pilots' material:
 - Accreditation.....1/competitor
 - Sticky numbers (helmet, pilot and glider).....1/competitor
 - Map.....1000 unid
 - Poster turn point pictures.....1000 unid
 - Films (6 tasks).....1/competitor
- Technical information:
 - Competition rules.
 - Radio frequencies.
 - Telephone numbers.
 - Pilots' committee form.
 - GPS coordinates.....1/competitor
- General information for pilots:
 - City maps.
 - Tourist information.
 - Public services.
- Press Set:
 - Table.....1 unid
 - Chairs.....2 unid
 - Plants for decoration

6.1.7. Transportation

Amount

- Buses (50 people).....4 unid
- Vans (9 people).....13 unid
- 4-wheel drive vehicles.....2 unid

6.1.8. Communications

Amount

- Complete radio equipment for vehicles (transmitter, aerial, microphone).....20 unid
- Walkie-talkies.....20 unid
- Radio central station (3 transmitters, power source, aerals, posts, microphones)

6.1.9. Filming

Amount

- Editing computer.....1 unid
- Digital cameras.....3 unid
- Betacam.....1 unid
- Microlight.....1 unid
- Tandem paragliders.....2 unid

6.2. List of existing specialized equipment and of equipment to be purchased or rented

6.2.1. List of specialized equipment provided by CETURSA

- Stage (Plaza Andalucía)
- Platforms at take-off
- Stands or holders for banners
- Poles
- Board.....2 unid

- 3-D maps.....2 unid
- Litter bins
- Posts
- Assembly tools
- Mace and pegs for start point.
- Office furniture for the use of 12 people.
- Computer system: connected units for the use of three people.....1 unid
- Photocopying machine (60 copies per minute minimum).
- TV monitors.....2 unid
- Telephone lines.....2 unid
- Fax line.....1 unid
- Notice boards (inside and outside).....2 unid
- Press Set:
 - Table.....1 unid
 - Chairs.....2 unid
 - Plants for decoration

6.2.2. List of specialized equipment to be purchased or rented

- Meteorological information sheets (Meteosat and winds).
- Jury sheets.
- Dossier kinds of tasks.
- Turn points pictures.....1000 unid
- Lists of Pilots.
- Report sheets.....1/competitor
- Films.....100 unid
- Maps.....1/competitor
- Extra cameras.....100 unid
- Ruler.....7 unid

- Digital clock.....5 unid
- Scales.....2 unid
- Megaphone.....2 unid
- Posters for reports.
- Paper.
- Pens.
- Pencils.
- Markers (for white board and for writing).
- Alcohol
- Binoculars.....5 unid
- Sponsors banners
- Fencing tape
- Windsocks.....10 unid
- Wind tapes
- Start point lines (25 by 1 m).....5 unid
- Video camera.....1 unid
- Extra battery and tapes
- Marquee with tables and chairs.
- Icebox for films.
- Telephone list..
- Fencing tape.
- Ambulance (emergency mobile unit).
- Helicopter.
- Rescue teams equipment.
- Minilab for film developing.....1 unid
- Maps of flight area:
 - Scale 1:200,000 (physical).....3 unid
 - Scale 1:50,000 (topographical).....2 unid

- Scale 1:100,000 (physical).....1 unid
- Scale 1:100,000 (ortoimage).....1 unid
- Scale 1:500,000 (air space).....3 unid
- Pilots' material:
 - Accreditation.....1/competitor
 - Sticky numbers (helmet, pilot and glider).....1/competitor
 - Map.....1000 unid
 - Poster turn point pictures.....1000 unid
 - Films (6 tasks).....1/competitor
- Technical information:
 - Competition rules.
 - Radio frequencies.
 - Telephone numbers.
 - Pilots' committee form.
 - GPS coordinates.....1/competitor
- General information for pilots:
 - City maps.
 - Tourist information.
 - Public services.
- Buses (50 people).....4 unid
- Vans (9 people).....13 unid
- 4-wheel drive vehicles.....2 unid
- Complete radio equipment for vehicles (transmitter, aerial, microphone).....20 unid
- Walkie-talkies.....20 unid
- Radio central station (3 transmitters, power source, aerals, posts, microphones)
- Editing computer.....1unid
- Digital cameras.....3 unid
- Betacam.....1unid
- Microlight.....1unid
- Tandem paragliders.....2 unid

7. MANPOWER PLAN

7.1. Manpower plan for the event

CETURSA and Draco will carry out all the tasks of assembly and dismantling and whatever is necessary for the event excluding the ones that belong to FAE or FAI, which will have to be determined.

• Wagleom.	1
• Event Director.	1
• Technical director.	1
• Deputy directors	
• Press.	1
• Office.	1
• Communication; transport and safety.	1
• Retrieval .	1
• Chief off Take.	1
• Chief off Goal Publicity.	1
• Video.	
• Editor.	1
• Camera people.	4
• Tandem pilots.	2
• Microlight pilot.	1
• Competition office.	
• Registration and computer.	2
• Assistant.	1
• Computer expert.	1
• Drivers.	15
• Film processing technician.	1
• Bus guides.	4
• Extra.	1
• Staff CETURSA.	
• Computer technician.	1
• Fitting.	2
• Clerk.	1

<u>7.2. ASC WAG Liaison officer and expert</u>	Oliver Burghelle
<u>7.3. ASC Foreign experts</u>	Xavier Murillo
<u>7.4. 2001 ECO Local event operational manager</u>	Juan Morillas
<u>7.5. Local Spanish staff</u>	

8. PARTICIPATION

<u>8.1. Competitors</u>	150 competitors
<u>8.2. Other Delegation members</u>	40 team leaders
<u>8.3. Stewards, Jury and other officials</u>	5
<u>8.4. FAE and ASC experts and staff</u>	60
<u>8.5. Accompanying people</u>	50
<u>8.6. Guest (CIVL President)</u>	<u>1</u>
<u>8.7. Total</u>	306

9. COMPETITION SCHEDULE

9.1 Competition Schedule within the WAG Schedule

• Official Training and registration	June 16 th -17 th 2001
• Local Welcome Ceremony & Team leader Briefing	June 17 th (Evening)
• Competition	June 18 th -22 nd 2001
• General Opening Ceremony	June 23 rd 2001
• Competition	June 24 th -30 th 2001
• Farewell Party	June 30 th 2001
• Awards Ceremony	July 1 st (morning)
• General Closing Ceremony	July 1 st (evening)
• Departure Day	July 2 nd 2001

9.2 Daily schedule

- 08.30 Publication of provisional results of the previous task.
- 09.30 Deadline for written complains.

- 10.00 Publication of official results.
- 10.15 Team Leaders Briefing
- 10.30 Deadline for protests.
- 11.15 Departure for take-off
- 12.30 Team Leaders Briefing at launch.
- 13.00 Window Opening.
- 21.00 Goal Closing time.
- 22.30 Deadline to hand in the landing report at headquarters.

<u>9.3 Training period.</u>	June 16th-17th
9.4 Opening Ceremony.	June 23rd 2001
<u>9.5 Closing Ceremony</u>	July 1st 2001
<u>9.6 Cultural and Other Activities</u>	
• Festival Internacional de Música y Danza de Granada;	June 2001

10. ASC FAI APPROVED PERSONNEL

<u>10.1 ASC WAG Liaison Officer</u>	Oliver Burghelle
<u>10.2. Other ASC approved personnel</u>	Xavier Murillo

11. – OUTLINE OF THE BUDGET (PESETAS)

11.1. Accommodation + catering costs	40,670,000
11.2. Local transport costs	9,800,000
11.3. Infrastructure costs	0
11.4. Equipment costs	750,000
11.5. Manpower cost	2,000,000
11.6. Site and Venue preparation cost	3,700,000
11.7. Administration and communication costs	1,850,000
11.8. ASC Sanction fee	
11.9. Other costs + contingency	12,650,000
Total	71,420,000

12. INCOME

12.2 Income, generated in terms of Entry fees and other participants generated income:	
	34,250,000

13. SUMMARY

13.2. Estimated Shortfall or Surplus:

Shortfall 37,170,000

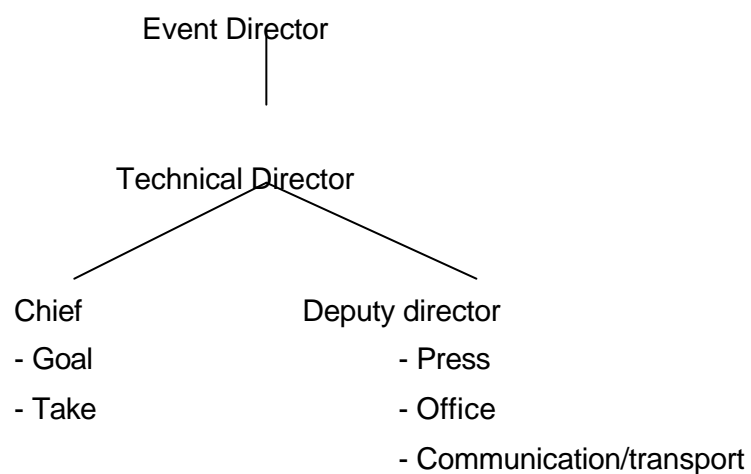
14.- WORKFLOW PLAN

14.2. Work flow chart

DEADLINE	REF.MPD	TASK
30/09/99	WFP 8	SPD completion
30/10/99		SPD approval
24/02/00	WFP 16	Report to CIVL
30/11/99		SPD translation into Spanish
30/11/99	WFP 10	Accommodation-allotment fixed reservations
10/12/99	WFP 27	TC preliminary information + official invitation to NACs
31/01/00	WFP 29	TC Entry Form sent
31/03/00		TC Entry deadline
31/05/00	WFP 36	Plan Opening and Closure ceremonies for TC
1/06/00	WFP 37	Prepare infrastructures for TC
14/06/00	WFP 38	TC staff on site
17/06/00		TC tests
18/06/00	WFP 41	TC start
01/07/00		TC end
15/09/00	WFP 42	Report on TC
15/09/00	WFP 43	WC preliminary invitation to NACs
1/11/00	WFP 44	WC official invitation to NACs + Bulletin N.0
xx/11/00	WFP 46	Report to CIVL
10/01/01	WFP 50	WC preliminary Entry Form sent + Bulletin N.1
30/03/01	WFP 50	Preliminary Entry deadline
30/04/01	WFP 51	Final Entry Form sent + Bulletin N.2
30/03/01	WFP 48	Plan Opening and Closure ceremonies
1/05/01	WFP 52	Final Entry deadline
15/05/01	WFP 53	Accommodation final update for the WC
10/06/01	WFP 54	Key staff on site
15/06/01	WFP 55	Set up site and venue
15/06/01	WFP 56	Prepare and decorate site, venue, town, roads, etc.
16/06/01	WFP 57	Test venue
16/06/01	WFP 58	Test communications
16/06/01	WFP 59	Test competition organization

18/06/01	WFP 60	Reception, accommodation,check-in of participants WC
18/06/01	WFP 61	Training period
16/06/01	WFP 62	Set up Press-centre
18/06/01		Final training
23/06/01	WFP 65	WAG Opening ceremony (Seville)
19/06/01	WFP 66	WC Start
30/06/01		WC End
30/06/01		WC Rewarding Ceremony
1/07/01	WFP 69	WAG Closing ceremony (Jerez)
2/07/01	WFP 70	Departure of participants and experts
2/07/01	WFP 71	Disassemble venue and site
10/07/01	WFP 72	Demobilize staff
30/10/01	WFP 75	Report to CIVL

14.2 Workflow Chart



15. ENTRY FEES

Accredited participants: 600 Euros

Team leaders: 450 Euros

16. APROVAL OF THE EVENT SUB-PROJECT DOCUMENT

16.1 SPD Prepared by:
DRACO

16.2 SPD Presented & approved by CIVL Plenary meeting

16.3 SPD Presented & approved by WAGCC

16.4 SPD Presented & approved by 2001ECO

CIVL 2000 ANNEX J

Report of environmental matters to the CIVL Plenary 2000, in Sitges, Spain

Helsinki, February 21st, 2000

The FAI General Conference accepted an environmental policy statement in 1997. It states that the FAI will publish environmental Codes of Conduct for different air sport disciplines. Codes of Conduct cover e.g. considerate flying, flying site layout and operational procedures, landscaping and habitat and Nature Conservation.

Environmental Commission has written Environmental Codes of Conduct which has two parts: the first part is common to all, the second part specific advice to different air sports. The Air Sport Commissions (ASCs) were asked to review the draft. The hang gliding and paragliding part was reviewed and all who commented the draft before CIVL Plenary 1999 considered it a good document.

As it is now, hang gliding and paragliding part of the Code of Conduct concentrates on producing as little noise as possible, saving energy, choosing the operating areas carefully so that environment is not disturbed. Codes of Conduct encourage environmentally sensitive behaviour.

The FAI Environmental Commission had a meeting January 28th-29th 2000. I've been in touch with Chris Nicholas, the President of the Commission, and he summarizes the meeting:

- 1) the Codes of Conduct have been reviewed by ASC's (no changes were requested)
- 2) FAI would like all ASCs to ensure that their specific codes of conduct are implemented by its member organisations, each ASC may decide how they want to do this
- 3) the Environmental Commission has been working on a world-wide database to collect information on impact of flying on nature, this information will be available via the FAI web site
- 4) Commission will concentrate on noise measurement methods & standards
- 5) Commission is building contacts to other organisations, such as the World Wildlife Fund.

Questions to hang gliding & paragliding associations:

- 1) How many hang gliding/paragliding associations have an environment plan of any kind?
- 2) How do associations deal with environmental matters when i.e. competitions are arranged?
- 3) Are there any environmental projects going on?

What should/could be done within the CIVL:

- 1) We should not get too bureaucratic about this.
- 2) We should include environmental issues to CIVL Long Term Plan and Guidelines for Organisers. (It would be difficult to try to demand that NACs take measures, but we can recommend them and question how these things are taken care of when, for example, we evaluate bids. Control would need experts.)

- 3) Any environmental studies concerning hang gliding and paragliding should be added to Environmental Commission's database
- 4) NACs should check how they operate in relation to the Codes of Conduct. I could collect information.

Riikka Vilkuna

CIVL delegate of Finland

(vilkuna@ilmailuliitto.fi)

Pilot's qualifications to compete in a Category 1 event

Until 31/12/2000 pilots will be admitted to Category 1 Championships only if they have previously placed in the top 2/3 at a Category 1 or Category 2 event during the 3 years prior to the category 1 Championships.

From 1/1/2001 the requirement will be to have competed in a Category 1 event or have placed in the top 2/3 of pilots in a category 2 event during the 3 years prior to the category 1 Championships.

The onus is on the pilot to make sure (s)he has qualified

PROPOSED PROCEDURE FOR CHECKING:

Qualification will be determined by a pilot's WPRS ranking at the last day of the month preceding the Championships.

This should be checked by three parties:

1. The pilot to avoid unnecessary travel, expenses and disappointment in the event his/her entry is rejected due to not meeting the qualification criteria
2. The NAC or National Association/Federation before selecting their team in order to avoid unnecessary travel, expenses and disappointment in the event a pilot's entry is rejected due to them not meeting the qualification criteria.
3. The competition organiser.

Recommended procedures:

1. Check the current WPRS available on the CIVL website. All pilots who appear on this will have finished in the top 2/3rds of a category 1 or 2 event in the previous 18 months.
2. If pilots do not appear in the current WPRS list an alphabetical list of pilots who have qualified over the last three years will be available (in the near future) on the CIVL website.

Competition organisers should:

1. Have a signed declaration on the entry form that the pilot meets the qualification criteria of finishing in the top 2/3rd of a category 2 event in the previous 3 years.
2. Have available at registration the current WPRS downloaded from the CIVL website and the alphabetical list of WPRS registered pilots for both pilots and registration staff.

IF A PILOT DOES NOT MEET THE QUALIFICATION CRITERIA THEN HIS/HER ENTRY CANNOT BE ACCEPTED.

EXCEPTIONS

1. **For 2000** top 2/3 results from the following competitions will also qualify:
PG Worlds 1999 (results will be treated as Category 2 event)
HG Pre Europeans 1999 (results will be treated as Category 2 event)
2. **Women's hang gliding championships** for which previous cross country requirements will continue to be accepted
3. **All other exceptions** applications must be made in writing by the pilot's NAC, with supporting evidence of the pilot's international competition history. This should be received by CIVL (currently Sarah Fenwick) at least one month before the Championship.

CIVL 2000 ANNEX L

Paragliding Team Sizes

Following the vote to limit participant numbers in paragliding competitions to a maximum of 150 pilots, and to allow all member nations the opportunity to send a team to CIVL Championships the following proposal on determining Team Size was accepted at the CIVL Plenary Meeting, Sitges, Spain.

Timing: To come into effect from 1 January 2001

Team size will be determined by a nations ranking a 4 calendar months before the first day of the Championships. Size will be determined by the number of pilots a nation has ranked in WPRS (see below) and the nationality of the top 10 nationalities in the female rankings.

All nations with pilots ranked in top 50 will be ranked first in order of the number of pilots ranked 1 - 50, then nations (excluding those already ranked) in order of the number of pilots

ranked 51 - 100, then nations (excluding those already ranked) in order of the number of pilots ranked 101-150, etc. In the event of nations having equal ranking position, nations cumulative pilot WPRS points (in the ranking group) will determine position.

Nation Ranking taken from number of pilots ranked:

Group 1	1 - 50
Group 2	51 - 100
Group 3	101 - 150
Group 4	151 - 200
Group 5	201 - 250
Group 6	251 - 300
Group 7	301 - 350
Group 8	351 - 400

to the end of the current ranking list.

All nations will have the right to have one female pilot on the team. The nations ranked 1 - 10 in the female WPRS rankings will be entitled to have 2 female pilots per team.

Team Sizes for World Championships and World Air Games

<u>Maximum of 1 gender</u>	<u>Base size</u>	<u>Extra</u>	<u>Team size</u>
1 - 5 ranked nations	2	3	5
6-10 ranked nations	2	2	4
11-15 ranked nations	2	1	3
16 - ranked nations	2	0	2

Females *

1 - 10 ranked nations	1	1	2
11 - ranked nations	1	0	1

For Continental Championships the females will remain the same and the main base number will change to 3 or 4 depending on the continent and anticipated number of competing nations as long as total number of entrants is a maximum of 150. Proposed base team size should be included in bid information and local regulations information.

All nations should note that all team pilots need to meet the qualification criteria of placing in top 2/3 of a category 2 event or to have competed in a category 1 event in the previous 3 years.

In the event of not all available places being taken at closing date of entries (not registration), extra places will be allocated to 6th ranked and below teams to a maximum team size of 5 (plus females). The table below shows how extra places will be allocated (shaded) until all available places are filled.

<u>Extra Place</u>	<u>Team ranking</u>
1	6th
2	11th
3	16th
4	7th
5	12th
6	17th
7	8th
8	13th
9	18th
10	9th
etc	etc

