



*Fédération
Aéronautique
Internationale*

Minutes

of the annual Plenary of the
**FAI Hang Gliding and Paragliding
Commission**

Lausanne, Switzerland
on February 1 and 2, 2020

February 10, 2020

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Minutes of the CIVL XLVI Plenary

Thirty-two people participated in the open meetings and plenary sessions.

Delegates

Present: Brazil, Bulgaria, Chinese Taipei, Czech Republic, Finland, France, Germany, Iran, Italy, Japan, North Macedonia, Norway, Poland, Portugal, Romania, Serbia, Slovenia, Switzerland, United Kingdom, USA.

Proxies: Austria to Germany, Denmark to Finland

Apologies: China, absent for Coronavirus reason.

Bureau and Committee Chairs

All presents except Mitch Shipley and Claudio Cattaneo, both excused.

Representing the FAI

Marina Vigorito, member of the executive board.

Markus Haggenev, FAI Acting Secretary General.

1 Opening of the Meeting

The CIVL President, Stéphane Malbos, welcomed the participants and introduced the FAI President, Bob Henderson.

Bob Henderson thanked everyone, introduced the seven other members of the executive board, and summed up briefly the current situation and philosophy of the FAI.

Roll call, apologies and proxies were processed by Markus Haggenev.

2 Declaration of Conflicts of Interest

Michael Sigel, Yoshiki Oka, Cristiano Pereira declared conflicts of interest in relation to their professional activities.

3 Additions to the Agenda

There were no additions to the agenda.

4 Approval of the Minutes of the 2019 Plenary Meeting

See Annexe 4. The minutes were approved unanimously.

5 Report of the FAI Secretary General

See Annexe 5. Report given by Markus Haggenev.

6 Report of the CIVL President

See Annexe 6. The Kosovo issue was further discussed.

7 Report of Bureau Decisions That Need The Plenary Approval

See Annexe 7. All prior Bureau decisions were approved unanimously.

8 Report of the CIVL Treasurer

See Annexe 8. Report given by Andy Cowley.

9 Approval of the 2019 Accounts

2019 accounts were approved unanimously.

10 Discharge of Bureau Responsibility for Decisions Since the Last Plenary

Approved unanimously.

11 Review of the 2019 Championships and Test Events

See Annexe 11a for Championships and test events

- 22nd FAI World Hang Gliding Class 1 – Tolmezzo, Friuli Venezia Giulia, Italy
- 16th FAI World Paragliding – Krushevo, North Macedonia
- 10th FAI World Paragliding Accuracy – Vrsac, Serbia
- PG XC European – Pantelej-Nis, Serbia
- PG XC Pan-American – Baixo Guandu, Brazil
- PG XC Asian-Oceanic – Bright, Australia
- HG XC World Class Sport, 2, 5, Women 1 – Groveland, Florida, USA
- HG XC Pan-American Class 1 – Big Spring, Texas, USA
- HG XC European Class 1 – Monte Cucco, Italy
- PG Accuracy Asia – Taldykorgan, Kazakhstan
- PG Accuracy European – Sibiu, Romania
- PG Aerobatic World – Trasaghis, Italy

See Annexe 11b for the Live tracker Coordinator report

No comments from the floor.

12 Review of the World Air Games

See Annexe 12a (A brief history of the World Air Games) and Annexe 12b (A future for the World Air Games). Stephane Malbos summed up. The failure of WAG 2022 was briefly discussed. What to do with the four events that were supposed to take place in Turkey was discussed at length during both sessions of the plenary. The outcome is described in point 34 of the agenda.

13 Report From the Hang Gliding XC committee

See Annexe 13. Jamie Shelden summed up.

14 Report From the Paragliding XC committee

Verbal report from Goran Dimiskovski on

- Last Summer successful World Championship
- The implementation of the PWCA/CIVL Asian Tour and the necessity to adjust the concept
- The success of the CIVL Competition Class (CCC) scheme

15 Report From the Paragliding Accuracy Committee

See Annexe 15. Riikka Vilkuna summed up.

16 Report From the Paragliding Aerobatic Committee

See Annexe 16. Claudio Cattaneo was excused. Stephane Malbos summed up. No question from the floor.

17 Report on Safety

Mitch Shipley was excused. No report was given. No comments from the floor.

18 Report From the Formula and Software Officers

See Annexe 18. Igor Erzen and Elena Filonova summed up.

19 Report From the Records & Badges Officer

Verbal report from Igor Erzen. See proposals on point 23l and 31a of the agenda.

20 Report From the Competition Coordinator

See Annexe 20. Elena Filonova summed up.

21 Report From the Jury & Steward Coordinator

See Annexe 21. See also proposal on point of the agenda. Jamie Shelden summed up.

22 Report From the Communication Officer

See Annexe 22. Elena Filonova summed up.

23 Proposals From the CIVL Bureau

Allocation Guidelines (Annexe 23a)

The guidelines were discussed. No opposition.
No formal vote needed to approve what are just guidelines.
The guidelines will be integrated in Section 7 l.

Cat 1 Sanction Fees (Annexe 23 b)

Approved unanimously.

S7 Common – 3.1 Amount of fee now reads

For all Category 1 events, the sanction fee will be €4.50 per pilot per scheduled flying day, not including practice days or specific days dedicated to the opening and closing ceremonies.

Section 7 Common – 3.2 Method and Timing of Payment now reads

At the latest 60 days before the start of the event, the equivalent of the expected sanction fee plus 10% is paid by the organisers to FAI/CIVL bank account.

Cat 2 Sanction Fees (Annexe 23c)

Approved unanimously.

Add to Section 7 Common – 12.4 Sanction Fee

In case of multi-class events, the sanction fees are not cumulative. The higher entry fee is the base for the sanction fee.

Delete

~~If an organiser of a 2nd Category event is found not to have checked each competitor's FAI Sporting Licence a warning letter will be sent by CIVL to the NAC for the first offence and for any subsequent offences a financial penalty will be imposed; this will be that the sanction fee will be doubled for the next sanction application from that country.~~

Cat 2 International Participation (Annexe 23d)

Approved unanimously.

Section 7 Common – 12.3 International Participation now reads

In order to be recognised as a Category 2 event a minimum of 25% of the maximum available places must be set aside for pilots from nations other than that of the Competition Organiser e.g. if the maximum number is 100, 25 of these places will be set aside for international competitors. The registration deadline for foreign pilots shall be no sooner than

- 15 days for events sanctioned between 30 and 60 days before the start of the competition.
- 30 days for events sanctioned between 61 and 90 days before the start of the competition.
- 45 days for events sanctioned between 91 and 120 days before the start of the competition.
- 60 days for events sanctioned 121 days or more before the start of the competition.

After that date, unused places can be filled at the discretion of the Competition Organiser.

Allow Ties in XC (Annexe 23e)

Approved unanimously.

Section 7 A – 5.2.5.4 Ties

Delete

~~If the scores of the first, second or third in the overall, female or nation ranking are identical, the tie shall be broken by adding up the task positions of the tied pilots or teams. The pilot or team with the lowest sum is declared the winner. If this does not break the tie, joint champions will be declared. For all other ranking positions, pilots or nations with the same score are ranked in the same position.~~

Replace by

Ties are permitted.

Live Trackers Penalty (Annexe 23f)

Amended as follows, then approved unanimously.

Add to Section 7 A – 6.3

Live trackers

Failure to return the Live Tracker to the headquarters as soon as possible after landing is considered as unsporting behaviour. The Meet Director may impose penalties as he considers appropriate.

Change of Local Regulation (Annexe 23 g)

Approved unanimously.

Section 7 Common – 6.4.1 Changes to Local Regulations now reads

... Any further additions or amendments to the published Local Regulations shall be announced by the Meet Director ~~after discussion with the Steward and Team Leaders and approval by the Jury...~~

XC Rest Day (Annexe 23h)

Approved unanimously.

Add to Section 7A 3.9 Rest day

On rest days, no obligations may be imposed by the organisers on pilots, team leaders and FAI Officials.

Cat 2 Penalties & Appeal (Annexe 23i to be sent later)

Amended as follows, then approved unanimously.

It is understood that, because the absence of the Aerobatic Committee, the CIVL Bureau might have to adjust the text concerning this discipline.

It is understood that the FAI is currently reviewing its regulation and that further modification may be needed.

The plenary agreed that this text has to be reviewed by the FAI and that it may be modified by the CIVL Bureau to be put in line with other FAI regulations.

Add to Section 7 Common

12.4. Penalties, Complaints, Protests, Appeal

12.4.1 Penalties

Penalties may be imposed for infringement of, or non-compliance with, any rule or local regulation, including unsporting behaviour.

The severity of the penalties may range from a warning as a minimum to disqualification, as appropriate for the offence.

The penalties imposed may be one of the following:

- Warning.
- Operational disadvantage.
- Alteration of placing order.
- Disqualification.
- Cross-Country: deduction of points. This may be a finite number of points or a percentage of the pilot's score. A finite number may be up to the entire score of a pilot for that day.
- Accuracy: imposition of maximum score for the round.
- Aerobatic: deduction of points as specified in Section 7B 7.2.2.

Officials entitled to impose penalties:

- Cross-Country: Meet Director.
- Accuracy: Meet Director, Chief Judge.
- Aerobatic: Meet Director, Safety Director, Competition Coordinator, Chief Judge

12.4.2 Complaints

A complaint shall be made by a pilot or Team leader, in writing, preferably in English

- To the Meet Director or his deputy in Cross Country and Aerobatics
- To the Chief Judge in Accuracy

Complaints will be dealt with expeditiously.

Complaints and rulings on complaints shall be published on the headquarters official board.

12.4.3 Protests

If the complainant or his Team Leader is not satisfied with the complaint ruling, he may protest in writing, preferably in English, to the Meet Director or his deputy.

The Meet Director will immediately pass the protest to the Protest Committee.

The protest shall be published on the headquarters official board.

12.4.4 Protest Committee

A Protest Committee shall be implemented either when needed or before the start of the first task/round/run.

The Meet Director is responsible for the implementation of the Protest Committee.

The Protest Committee may be appointed by the Meet Director or elected by the pilots or a mix of the two.

The Protest Committee is composed of a minimum of three members.

When a Protest Committee member is involved in the protest, he shall be temporarily suspended from his function in the Protest Committee until the protest has been resolved.

A minimum of three members is required for the Protest Committee to rule.

The Protest Committee will rule as soon as possible on the protest, in writing, preferably in English. Ruling on the protest shall be published on the headquarters official board.

12.4.5 Appeal

There are three levels for appealing a decision of the Protest Committee.

1. The first level is an appeal to the organiser's NAC. The CIVL Bureau must be in copy of the appeal. The deadline for this appeal is 7 days after the end of the event.
2. If the complainant does not agree with the NAC's decision or if the NAC does not answer within 30 days after receiving the appeal, he may appeal to the CIVL Bureau.

The complainant has 7 days to appeal to the CIVL Bureau.

The cost of this appeal is €1,000, to be paid to the CIVL/FAI. It is not refundable whatever the outcome of the appeal.

The CIVL Bureau shall appoint a 3-member Board of Inquiry. The Board of Inquiry will investigate and uphold or discard the NAC's decision within 30 days after the new appeal was received.

3. If the complainant does not agree with the CIVL Board of Inquiry's decision or has not received a ruling within 30 days, he can process a new appeal to CASI in the conditions set in the General Section of the Sporting Code 6.5 and 6.6.

12.4.6 Documentation

All involved (Meet and Safety Directors, Chief Judge, Protest Committee) shall keep in mind that a protest ruling might be appealed to FAI. It is of the utmost importance that all documents related to penalties, complaints and protests are collected by the Event Director and kept for at least 90 days after the end of the event.

12.4.7 Recommendations

- Before protesting, the complainant or his Team Leader are encouraged to read Section 7I Guidelines and Templates, Chapter 7. The Protest Form Template may be used (Annexe F).
- Before ruling on a protest, the Protest Committee members are encouraged to read Section 7J CIVL Jury Handbook, Chapter 6.
- A protest fee may be required. In Cat 1 events, it is not larger than \$50 US or €50. If the protest is upheld, the fee is returned to the complainant.

12.4.8 Deadlines

Deadlines for complaints and protests should be defined in the local regulations. It is suggested:

The deadline to make a complaint when requesting a correction of the provisional results is

- In Accuracy, one hour after the publication of the provisional results.
- In Cross Country, four hours after the publication of the results. When the results are published after 22:00h, the deadline is no earlier than 11:00h the next day.

The deadline to make a protest is

- Within four hours of the result of the complaint being published at the main headquarters.
- Within one hour on the last planned two tasks/rounds/runs.

12.4.9 Aerobatics

When a pilot notices any mistake in the list of manoeuvres published at the end of the run (manoeuvre name, direction, choreography bonus...) he is allowed to address the matter directly to the Chief Judge, who will verify and correct when necessary.

A pilot who thinks that his score has been penalised by a judging mistake or any other occurrence or decision can complain to the Protest Committee within 30 minutes after the publication of the run results.

If a pilot addresses his complaint directly to the judges, he will be penalised with one or more warnings according to S7B Chapter 7.2.2.

The Protest Committee reviews the complaint and assesses if forwarding the protest to the Chief Judge is justified. If yes, the Protest Committee will forward the complaint to the Chief Judge. The Protest Committee discusses the complaint with the judges, bringing evidence when available. The Chief Judge will make his decision at the end of the discussion. His decision is final and cannot be appealed.

Section 7J – Jury Guidelines (Annexe 23 j)

The guidelines were discussed. No opposition.

The document is in line with the new FAI/CASI Jury Guidelines.

No formal vote needed to approve what are just guidelines.

It is to be implemented immediately.

Unsporting Behaviour and Other Misconduct (Annexe 23k).

Amended as follows, then approved unanimously.

It is understood that the FAI is currently reviewing its regulation and that further modification may be needed.

The plenary agreed that this text has to be reviewed by the FAI and that it may be modified by the CIVL Bureau to be put in line with other FAI regulations.

Section 7 I – 6 Participant Incident Policy is deleted.

Other chapters are renumbered accordingly.

The following text becomes Section 7 Common – 12 Unsporting Behaviour and Other Misconduct

Following chapters are renumbered accordingly.

This Chapter provides rules and guidelines for penalising when necessary, the misconduct of participants before, during or after CIVL First and Second Category events.

These participants include

- Competitors, team leaders, ground crews, accompanying persons...
- CIVL representatives: stewards, jurors, judges, technical delegates...
- Members of the event organisation.
- Members of teams who organise circuits or tours of events (World Cups, Asian Cups...)

Unsporting behaviour

Unsporting behaviour is deemed as behaviour by a person or team that violates the sport's generally accepted rules of sportsmanship and participant conduct. Typical (but not limited) examples are

- Competitors, their team leaders or members may be annoyed by rulings or other decisions that adversely affect one or more pilots. While, it is reasonable to expect disagreement or argument on the part of these individuals, abusive or taunting language, excessively loud delivery, physical abuse, threats, etc. are not acceptable.
- Rules in some competition disciplines may require participants to fulfil certain requirements like reporting back, returning back live-trackers, etc. Failure to complying with these requirements may be considered as unsporting behaviour.

Other misconduct

Other typical (but not limited) examples of misconduct that are deemed unacceptable:

- Not following mandatory rules
- Abusive activity on social media
- False accusations, threats
- Bringing the sport, CIVL or the FAI into disrepute

Penalty process

- Unsporting behaviour or other instances of misconduct may happen before, during or after a competition.
- During a competition, penalties may be awarded according to the rules of the event (sporting code, local regulations...).
- In serious cases, a report of the alleged unsporting behaviour or other instances of misconduct should be delivered to the CIVL Bureau. The Bureau will review the report and make enquiries. The plaintiff's report should be as precise as possible and be accompanied by the names and addresses of witnesses if any.
- The Bureau will decide whether further action is needed.
- If appropriate, the Bureau may refer the plaintiff to the appropriate NAC, or may appoint an impartial 3-member Board of Inquiry, or refer directly to the FAI President for further action.
- As applicable, the CIVL Board of Inquiry will investigate the allegations and evidence. The defendant will be invited to make comments and to provide their defence. The plaintiff will be invited to comment on the defendant's response.
- When ready, the Board of Inquiry will recommend to the Bureau a course of action and where applicable a suggested penalty.
- The Bureau will then decide on the course of action and whether to impose penalties.
- The parties will be notified of the Bureau decision and it will be published on CIVL website.

Penalties

During an event:

See the respective chapter of Section 7 of the Sporting Code

Before or after an event:

Penalties imposed by the CIVL Bureau may be (but are not limited to)

- Letter of reprimand
- Request for a letter of apology
- Suspension or life ban for participating in CIVL events
- Reduction of individual or team score
- Not ranking the event
- Exclusion from the management of or being an official at CIVL events

CIVL will make available the findings of the Board of Inquiry subject to any appeal.

Appeals

The treatment of appeals is defined in the General Section of the Sporting Code 6.5 and 6.6.

Badges Shipment (Annexe 23I).

Amended as follows, then approved unanimously.

Section 7 D – 2.4 Issue of Badges now reads

... Badges shall be issued only with the pilot's NAC approval. The NAC shall keep a register of pilots' names and dates of completion of the badge flights.

Badges may be issued as follows

- The NAC orders badges from FAI and issue them to its pilots; or
- The pilot asks the NAC to approve his/her performance and pay a fee to FAI. The pilot then receives the badge from the CIVL Administrator.

Cat 2 Minimum Requirements (Annexe 23 m)

Amended as follows, then approved unanimously.

It is understood that this text may need fine-tuning, but the principles will remain the same.

The templates for local regulations will be revised by a working group. They will be integrated in the FAI Application Management System as a pre-formatted form with mandatory information to be filled and free writing.

A working group will be implemented to study the possibility that the forms may include a 'status check list' linked to the services provided. This may allow rating events before they are run: a 'Cat 2 +' status to be invented.

Add in S7 Common

12.9. Minimum requirements

The following requirements are mandatory in cross-country and paragliding accuracy events.

12.9.1 Web Page

A webpage in English (website, Google doc, social media page, etc.) must include key mandatory information.

Link to the webpage must be provided when the application for Cat 2 status is processed or at the latest before the start of the online registration (whichever comes first). When failing to do so, the event will be de-sanctioned.

In case there is no online registration, the local regulations shall be published on a webpage and submitted to CIVL together with the application for Cat 2 sanctioning.

12.9.2 Local regulations-

Local regulations in English are mandatory.

A template is available in Annexes that will be included in Section 7.

The local regulations must be provided when the application for Second Category status is processed or at the latest before the start of the online registration. When failing to do so, the event is de-sanctioned.

The local regulations must be signed and dated by the organisers when they become published. The organisers have the right to amend local regulations. The new version must be stamped with the new date.

12.9.3 Meet Officials

The event organisation includes a Meet Director and eventually a Safety Director whose main responsibility is safety.

The Meet Director and Safety Director may not be a competing pilot or a team leader during the competition.

In paragliding accuracy, no member of the judging team may be a pilot or a team leader.

Any other Official in the organisation may be a pilot or a team leader in the competition, provided that an assistant is available to fulfil the Official's duties in case of necessity.

12.9.4 Safety

The Meet Director and/or Safety Director shall have a list of all available pilots' live tracking and communication devices (including private devices and those provided by the organisers) – GPS and satellite trackers, personal phones, beacons, etc.

In paragliding accuracy the Meet Director or Safety Director will check the pilots' equipment.

12.9.5 Pilots' Briefing

It is mandatory for the organisers to hold a general pilots' briefing before the first task. The briefing must include as a minimum:

- All matters concerning the safety of the event
- Communication and report back information
- Election of the Task and/or Safety Committees, and Protest Committee if any-
- Discussion of the competition parameters (Cross-Country)
- Discussion of Launch requirements

It is mandatory for the pilots to attend the general pilots' briefing.

12.9.6 Task setting (Cross-Country)

The Meet Director is responsible for the setting the tasks.

The Meet Director is assisted by a Task and/or Safety Committee comprising at least 3 pilots elected by the pilots during the mandatory pilots' briefing.

12.9.7 Results

The competition results are published daily on the webpage.

In paragliding accuracy the results are published according to the rules in S7C and local regulations after each round.

12.9.8 Penalties, Complaints, Protests, Appeal

See Section 7 Common 12.4.

Annexe in S7L – Template for Cross-Country Local Regulations

Unless between brackets (), all fields must be completed in English.

Name of the event

Dates of the event

(Reserve dates)

Name of event organiser

Name of NAC or delegated federation

Contacts

- Organiser
- NAC or delegated federation
- Website page
- Online Registration page
- Local Regulation page

Officials and staff

- Event Director
- Meet Director
- Safety Director
- Scorer
- (Transport and retrieval)
- (Live Tracking Coordinator)

Programme

- Online registration Dates
- Physical registration Date-Hour-Place
- (Opening ceremony Date-Hour-Place)
- General Pilots' Briefing Date-Hour-Place
- Competition flying days Dates
- (Closing ceremony Date-Hour-Place)

Entry and selection

- Maximum number of pilots
- Number of spots reserved for non-national pilots
- Eligibility criteria
- Selection criteria for national pilots
 - In online registration order – Yes/No
 - In WPRS order – Yes/No
 - Any other – Describe
- Selection criteria for non-national pilots
 - In online registration order – Yes/No
 - In WPRS order – Yes/No
 - Any other – Describe

As a reminder, the registration deadline for foreign pilots shall be no sooner than

- 15 days for events sanctioned between 30 and 60 days before the start of the competition.
- 30 days for events sanctioned between 61 and 90 days before the start of the competition.
- 45 days for events sanctioned between 91 and 120 days before the start of the competition.
- 60 days for events sanctioned 121 days or more before the start of the competition.

After that date, unused places may be filled at the discretion of the Competition Organiser.

Entry Fee

- Amount in local currency
- Amount in Euro equivalent
- Payment process starts on <Date>
- Payment to <PayPal, Bank Account etc.>
- Refund policy

Services included in the entry fee

- ID card & safety/contact information – Yes/No
- Map with take-offs, turnpoints, landings, restricted areas – Yes/No
- Map with GPS coordinates – Yes/No
- Contest numbers – Yes/No
- Lunch pack – Yes/No
- Water on take-off – Yes/No
- Transport to take-off – Yes/No
- Retrieval on main roads – Yes/No
- Upload of turnpoints with GPS coordinates – Yes/No
- GPS track-log download – Yes/No
- Free access to all competition events and parties – Yes/No
- Free internet (Wi-Fi) access at the HQ – Yes/No

Other services

- Briefings in English – Yes/No
- Meteorology daily briefing – Yes/No
- Retrieval by organisers' vehicles – Yes/No
- If Yes, is it free – Yes/No
- If No, state the fee
- Toilets on take-off – Yes/No

Headquarters

- Address: ...
- WiFi available – Yes/No
- If Yes, is it free? —Yes/No
- If No, state the cost: ...
- Briefing room – Yes/No
- Bathroom – Yes/No
- Drinks available – Yes/No
- Food available – Yes/No

Documents

Describe documents needed at registration

Insurance

Describe what is needed

Medical Services

- First Aid on take-off (doctor, paramedic) – Yes/No
- If Yes, state how many
- Ambulance on take-off – Yes/No
- Helicopter evacuation – Yes/No
- If Yes, state response time
- Mountain rescue team – Yes/No
- If Yes, state how many people
- Hospital assistance – State hospital name and distance from take-off
- Any additional information

Take-off sites

- Describe or refer to the website page.
- Takeoff area size: Allows a launch of ____ gliders in 30 minutes
- Takeoff area is clean enough not to damage gliders – Yes/No

Goal sites

Describe or refer to the website page.

Airspace and other restrictions

Describe or refer to the website page.

Scoring

- GPS Flight Verification.
- Describe what will be used, allowed.
- Scoring formula
- Scoring program

Live tracking

- Is live-tracking mandatory – Yes/No
- If Yes, supplied by organiser's – Yes/No
- Dedicated person assigned to attend live tracking – Yes/No
- Live tracking server provider name

Complaints and protests

Define deadlines if different from the ones described in Section 7A 9.8.8.

Annexe in S7 L – Template for Paragliding Accuracy Local Regulations

Unless between brackets (), all fields must be completed in English.

Official title/name of the event

Event Location

Event dates

(Reserve dates)

Name of event organiser

Name of NAC or delegated federation

Contacts

- Competition Organiser
- NAC or delegated federation
- Website page
- Online Registration page
- Local Regulation page

Officials and staff

- Event Director
- Meet Director
- Safety Director
- Chief Judge
- Event Judge
- Number of target judges
- Scorer

AMDs used: make and model

Programme

- Online registration Dates
- Physical registration Date-Hour-Place
- (Opening ceremony Date-Hour-Place)
- General Pilots' Briefing Date-Hour-Place
- Competition flying days Dates and schedule
- (Closing ceremony Date-Hour-Place)

Entry and selection

- Maximum number of pilots
- Number of spots reserved for non-national pilots

- Eligibility criteria
- Selection criteria for national pilots
 - In online registration order – Yes/No
 - In WPRS order – Yes/No
 - Any other – Describe
- Selection criteria for non-national pilots
 - In online registration order – Yes/No
 - In WPRS order – Yes/No
 - Any other – Describe

As a reminder, the registration deadline for foreign pilots shall be no sooner than

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- 30 days for events sanctioned between 61 and 90 days before the start of the competition.
- 45 days for events sanctioned between 91 and 120 days before the start of the competition.
- 60 days for events sanctioned 121 days or more before the start of the competition.

After that date, unused places may be filled at the discretion of the Competition Organiser.

Entry Fee

- Amount in local currency
- Amount in Euro equivalent
- Payment process starts on <Date>
- Payment to <PayPal, Bank Account etc.>
- Refund policy

Services included in the entry fee

- ID card & safety/contact information – Yes/No
- Contest numbers – Yes/No
- Lunch pack – Yes/No
- Water on take-off – Yes/No
- Transport to take-off – Yes/No
- Free access to all competition events and parties – Yes/No
- Free internet (Wi-Fi) access at the HQ – Yes/No

Other services

- Briefings in English – Yes/No
- Meteorology daily briefing – Yes/No
- Toilets on take-off – Yes/No

Headquarters

- Address: ...
- WiFi available – Yes/No
 - If Yes, is it free? —Yes/No
 - If No, state the cost: ...
- Briefing room – Yes/No
- Bathroom – Yes/No
- Drinks available – Yes/No
- Food available – Yes/No

Documents

Describe documents needed at registration (to include Sporting Licence details).

Insurance

Describe what is needed including documentation, public liability, medical and repatriation cover ... (specify amount and duration).

Medical Services

- First Aid on take-off (doctor, paramedic) – Yes/No
- If Yes, state how many
- Ambulance on take-off and target – Yes/No
- Helicopter evacuation – Yes/No
 - If Yes, state response time
- Mountain rescue team – Yes/No

- If Yes, state how many people
- Hospital assistance – State hospital name and distance from take-off
- Any additional information

Take-off

- Describe with location or refer to the website page.
- Describe Takeoff site and size:
- Takeoff area is clean enough not to damage gliders – Yes/No

Target Area

- Describe location or refer to the website page.
- Measuring field radius is ... metres

Airspace and other restrictions

Describe restrictions and boundaries or refer to the website page.

Scoring

- Method
- Number of rounds
- Flying order
- Video evidence (Y/N)

Wind limitations

Detail maximum wind limit

Equipment Requirements

Specify – Canopy harness, reserve, radio, tow yokes etc.

Complaints and protests

Define deadlines if different from the ones described in Section 7A 9.8.8.

Safety issues

24 Proposals From the Hang Gliding XC Committee

Visibility (Annexe 24a)

Approved unanimously.

Add in Section 7 A – 8.2.5.6 Visibility

In Class 1, 5 and Sport, to improve visibility, all competitor gliders must display either very visible leading edges or a high contrast nose cone. Most visible colours are day-glow yellow, orange and green.

Renumber the following chapter.

Push System (Annexe 24b)

Approved unanimously.

Section 7 A 3.3.6 Take-off 'Push' System now reads

... Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further **continuous** 30 seconds to complete the take-off.

25 Proposals From the Paragliding XC Committee

Eligibility to Compete (Annexe 25a)

Approved unanimously.

Section 7 A 2.2.2. Paragliding now reads

... For European Championships, ranked in the top 500 in the European WPRS for paragliding or scored a minimum of **40 WPRS points** in any single FAI sanctioned event.

26 Joint Proposals From the Hang Gliding and Paragliding XC Committee

None received.

27 Proposals from the Paragliding Accuracy Committee

Section 7 C Modifications

Amended as follows, then approved unanimously.

1.1.2 A Flight

A flight by a paraglider starting at take-off (1.1.1) and ending with the landing (1.1.4.1).

2.2.3 Exemptions

Requesting an exemption is not just another way to be qualified. Exemption to pilot qualification requirements may be given only under exceptional circumstances. For any exemptions, applications must be made by the pilot's NAC, with supporting evidence of the pilot's international competition history. It is the responsibility of the NAC to ensure this is received by the CIVL President at least 60 days before the start of the competition. The list of exempted pilots is published on the organisers' website. When a pilot has competed in a Category 1 event after gaining an exemption, that pilot shall not be eligible for further Category 1 events unless he meets the normal qualification criteria.

2.2.4. CIVL Screening Committee

A Screening Committee including a Chairperson, is appointed by CIVL Bureau for each championship. It consists of three persons appointed by CIVL Bureau in agreement with the appropriate Committee Chairperson. The Screening Committee shall:

- Review applications for exemptions.
- Request additional information if necessary.
- Make decisions with safety in mind.

The Chairperson conducts the screening, informs NACs, organisers and CIVL President. Before reviewing exemption applications, the Screening Committee will discuss and decide the standard of pilots for whom exemptions may be granted. Such standards may be significantly different from one event to another. The Screening Committee may modify the exemption form accordingly. The CIVL Steward will ensure that the correct exemption form is available on the organiser's website. The application form must include a clear statement of support from the NAC confirming that it believes that participation in the championship by the pilot will not affect the safety of either that pilot or other participants. Exemption forms which include additional material for consideration may be accepted but any that omit requested information may be rejected.

3.2.2.2 Reverse Order

The Meet Director may choose to start any round, after the first round, with pilots launching in reverse order of their current competition position, providing it is announced to all pilots such that they can travel to the take-off area in sufficient time to **prepare**.

3.2.6. Suspending a round

If more than one take-off method or flying site (including target location) is used, a round can be suspended if it cannot be completed. The next round with another takeoff method/location will start from pilot number 1. The suspended round will continue when the weather allows and from the first pilot who could not fly the round which was suspended.

3.5 Re-launches

... The Event Judge may postpone a decision on a relaunch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge **or Event Judge** so decides) video evidence.

At the time a relaunch is awarded, the competitor's score for the disputed flight will be cancelled.

The reason of a relaunch shall be announced **to the pilots and the public**.

...

3.6.1 Video Provision

... The official video recording **is used** as an additional source of evidence and can be used by:

- The Chief and Event Judge **and**
- The Jury **if they decide** to review it when dealing with a protest.

...

4.2 Location. Guidelines for Tow/wWinch Launch Setting

... If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.

The target may be relocated between rounds, but not while a round is in progress. See also 3.2.6 Suspending a round.

4.4 The target

See 1.1.4.4. The target shall be a flat practically horizontal area represented by a clearly delineated circle with the automatic measuring device located in the centre. Clearly marked circles must be set at 1 m and 2 m radius...

4.4.1 Target Size

The radius of the target and measuring field in Cat 1 competitions shall be 2 m.

The radius of the target and measuring field in Cat 2 competitions shall be 2 m, 5 m or 10 m. This must be stated in the Local Regulations and the target marked accordingly.

4.5 Wind Direction Indication

... They shall be a minimum of 1.5 m long and mounted...

4.7 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

4.1

4.2

4.3

4.4. Note: in 2nd Category Events the measuring field can have a radius of up to 10 m. Clearly marked circles should be set at, for example, 1 m, 2 m and 5 m radius measured from the edge of the dead centre disc.

...

6.1 Permitted Penalties

Added:

The Chief judge can impose penalties in form of a warning for dangerous flying and unsportsmanlike behaviour at the target area.

6.2 Application of Penalties

Added

The Chief judge shall be consistent in the application of penalties in form of a warning for dangerous flying and unsportsmanlike behaviour at the target area.

6.3 Specific Penalties

- Dangerous or aggressive* flying
 - 1st offence: warning.
 - 2nd offence: maximum score for the round.
 - 3rd offence: disqualification

* This may include aerobatic type flying and what is acceptable should be briefed by the Meet Director or the Chief Judge.

...

7.1 Complaints

A complaint may be made to the Chief Judge, preferably by the Team Leader, in writing, in English, to request a correction. It must be made within two hours of the publication of the provisional results.

Complaints connected to other issues than judging may be made to Meet Director.

...

8.3.1 Harnesses

All pilots must fly with a harness and back protector combination in the configuration that has been tested to LTF09, EN1651 2018 or later.

9.2.1 2nd Category Events

National judges may be used. For record attempts **and badge claims** at least one category 1 judge must be present.

9.5 Selection

... For 2nd Category Events, judges **should** have the following experience in FAI sanctioned events:

28 Proposals from the Paragliding Aerobatic Committee

None received.

29 Proposals From the Safety Officers

It is reminded that the IPPI/SafePro scheme is not a set of rules but standard references by which all national rating programs may be compared, or not.

The IPPI Card has validity only if presented with a national rating card.

SafePro Tandem Para (Annexe 29a)

The opportunity of such guidelines were discussed. Amended as follows.

No formal vote needed to approve what are just guidelines.

SafePro Para and Delta will be updated.

Program

...

6. Non Commercial Tandem (taking a passenger under a wing designed for tandem flight)

...

Stage 6 – **Non Commercial** Tandem

SafePro Tandem Delta (Annexe 29 b)

Amended as follows, then approved unanimously.

Program

...

6. Non Commercial Tandem (taking a passenger under a wing designed for tandem flight)

...

Stage 6 – **Non Commercial** Tandem

30 Proposals Software

Changes to Section 7F (Annexe 30a).

Amended as follows, then approved unanimously.

Remove final glide decelerators

No more prescribed turnpoint direction (including start)

~~Goals will always be cylinders from 2024~~

Clarify task distance calculation

Clarify rule for restarts for races with multiple start gates and for elapsed time tasks

Use a constant leading weight for paragliding

Task results are given with one decimal point, only round once when calculating competition results

Adopt the PWCA's leading points calculation for paragliding

Adopt the PWCA's time points calculation for paragliding

No more minimum time for stopped tasks – Minimum time for stopped tasks depends on nominal time

Stopped tasks: Redistribute removed time points as distance points

FTV: Use best score for FTV validity

The proposals being 22 pages long, please refer to the modified annexe attached to these minutes.

31 Proposals From the Records & Badges Officer

Free Distance

Amended as follows, then approved unanimously.

3.2.1 Types of record

The following types of flight performance may be recognised as hang-gliding and paragliding records:

- Free distance

...

Advance Notice

Amended as follows, then approved unanimously.

3.3.1 Advance Notice

Advance notice is required for all record attempts, except at the competitions where FAI officials are present and proper arrangements have been made to control the attempt. The pilot must make the record attempt declaration to his NAC prior to taking off via email or electronic means.

Only a single declaration...

Added

3.2.4.4. Equal result

If a pilot score equals a previous record, a pilot may claim equal record.

32 Proposals from the Jury & Steward Coordinator

Juror's Stipends (Annexe 32a)

Approved unanimously.

11.1.6 Funding of Jury and Stewards

11.1.6.2 By CIVL

CIVL is responsible for payment to the steward at 1st Category events and authorised test events of €100 per scheduled competition day, up to a maximum of 16 days, including up to two days prior to the start if the event.

CIVL is responsible for payment to the jurors at 1st Category events of €50 per scheduled competition day.

33 Proposals from National Airport Control (NAC)

Bulgaria (Annexe 33a)

PG XC Leading weight – PG and HG XC Start direction

The proposals are withdrawn. The issues have been addressed during the plenary.

Germany (Annexe 33 b)

HG Combined Championships

The proposal is withdrawn.

The following is approved unanimously:

Add to **Section 7 Common 2.2.1 Multiple Class Events**

World and European Championships may comprise hang-gliders in each of Class 1, Class 5 and Class 1 Women combined. In the event that an organiser submits a bid for a combined championship including any combination of Class 1, Class 5 and Class 1 women, such a combined competition may be held in the odd numbered year.

Brazil (Annexe 33c)

PG XC Glider control

The proposal is withdrawn.

The following is approved unanimously:

Add to **Section 7A 8.1.4:**

The organiser shall provide all necessary means to control gliders airworthiness.

Any time during ... (unchanged).

PG and HG XC Competitions Evaluation

The proposal is withdrawn.

The Bureau is unanimously tasked by the plenary to move the project further according to these guidelines:

- Develop the mandatory local regulations, maybe attach a quality criteria to it (Cat 2+).
- Study if having the pilots rate the events and publish the results is appropriate, and if yes, find a proper way to do it.
- Study if having someone control Cat 2 quality, as the World Cup does for its events, is possible.

34 Bids for 2022 Championships

5th FAI Pan-American Paragliding Championships in Baixo Guandu, Brazil (Annexe 34a)

Approved unanimously.

Bids pending

They are:

- 17th FAI European Paragliding Championships
- 2nd FAI Asian-Oceanic Paragliding Championships
- 5th FAI Asian Paragliding Accuracy Championships
- 8th FAI European Paragliding Accuracy Championships
- 22nd FAI European Hang Gliding Class 1 Championships
- 15th FAI Women World Hang Gliding Championships
- 21st FAI World Hang Gliding Class 2 Championships
- 10th FAI World Hang Gliding Class 5 Championships
- 3rd FAI World Hang Gliding Sport Class Championships

The plenary discussed at length the conditions in which we could keep the paragliding events as planned for the World Air Games, but with full control of them. No consensus was reached, so the Bureau withdrew its project.

The plenary approved unanimously to open the bidding process for the above championships, with as a deadline December 1, 2020. The 2021 plenary will vote on them.

Bidders will be warned that, if successful, they will have to organise the test events in 2021, just a few months after the plenary.

35 Provisional Budget

Provisional Budgets for 2019, 2020 and 2021 (Annexe 35).

Approved unanimously.

36 Nominations for Awards

FAI Air Sport Medal (Annexe 36a)

Approved unanimously.

The 2020 CIVL Plenary awards the FAI Air Sport Medal to the following organisers of 2019 Championships for their dedication for the development of the sport, in acknowledgment for the hard work involved and the successful outcome.

- *Aero Club Lega Piloti – Flyve*
- *Extrema Paraglajder Club and Paraglajding Klub Delta Prilep*
- *SPK Berkut – KSLiB ARES*

37 Venue of 2021 Plenary Meeting

Bid from Belgrade, Serbia. Open meetings on February 4 and 5. Plenary on February 6 and 7.

Approved unanimously.

38 Nomination and Election of Bureau members and Committee Chairs

None this year.

39 Any Other Matter

CIVL Competition Class Paragliders 2020 requirements.

Approved unanimously.

See

- Requirements (Annexe 39)
- Certificate (Annexe 39a)
- Measurements (Annexe 39 b)
- Brief history (Annexe 39c)
- Sum up (Annexe 39 d)

Cat 2 XC Requirements

Good Practice Guidelines (Annexe 39e).

No decision except keep working on them.

40 Closing Remarks of CIVL President and of FAI Representative

Marina Vigorito thanked the delegates and stated that she appreciated their work and she felt very much at home as she found our plenary very much like the many ones she was part of when volunteering at the IGC (the gliders' Commission).

Stéphane Malbos thanked the plenary participants and the Bureau and Committee members for their work and dedication all year round. Work and dedication is what make us strong, and strong and respected we are. And now... back to work!