



CIVL 2021 PLENARY – ANNEXE 14
PARAGLIDING XC COMMITTEE REPORT

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It became a cliché to start the reports about 2020, with Covid being referenced as a defining factor in how the season rolled out. Unfortunately, it is something that cannot be omitted if competition paragliding activity is to be analysed. Even though recreational paragliding activity continued to be practised around the globe at, let's say, acceptable level, competitions suffered heavily. Mostly due to the increased Covid-related safety measures imposed on the organisers by the local or state authorities. Despite the fact that most of those measures were of protocolar and technical nature, quite often challenging to comply with, the financial impact to the organisers' budget was the deal-breaking issue.

Apart from that segment of Covid's influence on the paragliding competitions in 2020, the second side-effect factor was fairness. Immediately become clear that pilots from different continents and nations, being exposed to additional and inconsistent restrictions to travel, are not equally capable of attending the events that somehow could happen. That triggered a series of decisions by the CIVL Bureau to adjust the rules, especially in the sanctioning department, to facilitate the process and raise the chances of the events happening and pilots actually attending. To illustrate the impact of Covid on the paragliding competition scene in 2020, we managed to have 70 sanctioned Cat2 events compared to 143 events held in 2019. Numbers speak for themselves.

Although the numbers are cut in half, I am still considering it a success, taking into account the situation's gravity.

Scheduled Cat 1 in 2020, European Championship in Nish, Serbia, in July, as well as a Pre-World Championship in France in May, in agreement with the organisers, and all other relevant factors were both cancelled. The European Championship has been reallocated to 2022. As the organisers and the site of the World Championship are considered qualified and well known, it was decided to proceed with the World Championship in 2021 without running a test event.

Regarding the European Championship, it looked at one moment that we might have a window of opportunity. We changed the Local Regulations, altered typical timings and deadlines, worked closely with the organising team daily. Finally, the event was cancelled just a couple of weeks before the scheduled start due to the seriously decreasing safety situation at the venue and in the host country.

Some significant international events had more luck and better timings and managed to be pulled out. Paragliding World Cup Asian Tour, supported by CIVL, happened in February with flying colours in Nepal. The lengthy investment in this circuit finally paid off.

The same comment applies to the World Cup in Disentis, Switzerland, held in August, following a very controversial safety and legal foreplay that started before the event and all the way into the first two days of the event.

Some Nationals and well attended Cat 2 events also took place.

After all, it is clear that to continue our activity, we must find a way to coexist and operate with Covid being a present danger in 2021. That especially applies to the first half of the year.

It is a pleasure to see the optimism and believe in a brighter future. At the end of 2020, we received a very well-prepared bid for the World Championship in 2023 in Brazil.

It is worth mentioning that CIVL Bureau decided to keep the opportunity for the Organisers in 2021 to postpone their events, if they would like to, to 2023, if 2021 events need to be cancelled due to Covid. The same opportunity could be kept for the 2023 potential organisers if the 2021 postponed events take their spot.

Another form of XC paragliding competition seems to have momentum in the recent few years, especially in 2020. Hike and Fly. I believe that CIVL cannot ignore this increasing trend. However, taking care of it at this stage is not considered yet. Some questions need answers. What would be the goal of CIVL's involvement? WPRS Ranking, maybe. What else could CIVL bring to the discipline? And in reversed order – what can it bring to CIVL? Who will take care of the additional work needed to be carried out? Bureau consensus is that we have to enrich our knowledge about the discipline to take the correct angle.

A specific Working Group will be implemented to determine the discipline's administrative reality, should we move forward with it, and how it could be done.

In April 2020, the CCC document was revised entirely, cleaned, and synchronised to avoid misunderstandings and possible tensions among manufacturers on the certification subject. Among other discussions that took place in the Committee's discussion threads worth mentioning is the initiative to organise an independent Junior Class Championships. On the subject of scoring, a new approach to the Leading Weight is explored, Elevated Goals and Cylinders are discussed. A lot of energy goes into an exploration of the possibility of splitting the records based on the launching method – foot launch vs. tow launch. Some of these discussions are summarised as proposals to the plenary.

Compared to the other committees within CIVL that focus on development or, inversely, on survival, it could be said that the paragliding committee is at a steady pace of maintenance and subtle perfecting.