

*Fédération  
Aéronautique  
Internationale*

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**Record of Discussion  
of the Autumn Meeting of the  
FAI Hang Gliding & Paragliding  
Commission Bureau**

**Belgrade, Serbia  
September 27-30, 2021**

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## **Present**

Bureau: Andy Cowley, Goran Dimiskovski, Igor Erzen, Bill Hughes, Stephane Malbos, Zeljko Ovuka, Jamie Shelden.

Committee Chair: Martin Jovanoski.

Administrator: Elena Filonova.

After two very strange pandemic-restricted years, the Bureau met more for brainstorming than for making definitive decisions, although such decisions happened, starting with what to do with our next plenary.

## **2022 Plenary**

Venue: Belgrade, Serbia. Crowne hotel.

Date: January 27 to 30.

Programme: This will be as usual, with open meetings over the first two days and formal plenary sessions during the last two days.

The plenary will be accessible online for delegates via Zoom.

We recommend that those participants coming to Serbia stay at the Crowne hotel. We hope that they will be many, as there is nothing like physical meetings to exchange and build the sport. We negotiated very attractive prices (€80 single, €100 double) for a hotel of this standard: the facilities offered are very good.

## **Overview of our current operations**

- The WPRS will be unfrozen on November 1, 2021.
- The 2022 Hang gliding European championship is allowed to include a HG World competition for women provided the tasks are different.
- The requirement for test events for Cat 1 remains the rule. They can be forsaken only under exceptional circumstances (like a pandemic).
- Our XC live-trackers fleet is "go" for at least another two years. The consequences of some countries moving away from 3G will be studied.
- Our Accuracy target and associated equipment must be moved around more efficiently.
- The qualification requirements for PG XC and accuracy harnesses will be unified.

## **Overview of current projects**

- The Event Management System is in development, but nearly ready for roll-out. Most of it is finalised. We tested some of its functionalities. So far, we are happy with the system and will do additional tests over the coming months.
- AirScore is finalised and is being tested here and there. It should be launched in 2022 as one of our accepted XC scoring software.
- A person or a team to communicate on CIVL media could be sent to every Cat 1. It will start as a trial in the two coming championships in N. Macedonia and Argentina. It may develop in a long-term project.

## **Overview of CIVL President activity**

The Commission Presidents Group is formally meeting every month. Meetings are chaired by the FAI President. Any issue can be discussed.

Stephane explained his involvement in the following projects

- Review of the Sporting Code General Section. Planning overall reorganization, and proposals to solve issues as: Cat 1 cancellation process, NACs not in good standing or suspended, Sporting Licences, penalty/complaint/protest/appeal processes.
- Review of FAI Ethic and Disciplinary Code.
- Review of the Organiser Agreement.
- Review of the FAI website.

- Implementation of a travel insurance for event officials appointed by CIVL.
- Historical review of past World Air Games.

Stephane also started the digitization of CIVL Cat 1 archives as found at FAI headquarters.

### **CIVL Finances**

The current position is in line with what was projected: a slight deficit. Our reserve is still over €200,000 so we have no immediate concern for the consequences of potential future deficits (as the one planned for 2022), but we want to find ways to improve the financial situation so as to not depend on reserves.

### **Cat 1 Sanction Fees**

At the turn of the century, sanction fee for a World championship was set at a fixed rate: the equivalent of €6,500 euros. In 2005, we switched to a combination of pilots and day to set the fee, with a €6,500 ceiling. In 2006, we switched to euros and lowered the ceiling: €5,120. Until 2020, we prouded ourselves for not raising the Cat 1 sanction fees, although in this period the value of the euro lost 25% or so.

In 2020, we raised the sanction fee a bit, in 2021 we got rid of the ceilings, but these decisions did not change the basic reality of Cat 1 finances: CIVL Cat 1 revenue does not cover CIVL Cat 1 expenses. We are talking about the cost of the event, not the cost induced by CIVL regular work and investments dedicated to Cat 1: equipment (live-trackers, target...), software (AirScore, Event Management System...), training (stewards, jurors, judges...), personnel (competition coordinator...).

Today Cat 1 financial situation is not sustainable. If we are to build the sport in a more ambitious and professional environment, fees must be adjusted to the reality of our events. To move forward, we need a stable and solid operational budget. The Bureau will push a proposal to the plenary with implementation in 2023.

### **New projects**

- Cat 1 – Reorganise our documents so that from bidding process to sending results, everything required is described precisely and tasks are assigned clearly.
- PG XC – Help organise and finance one or two specific events each year to test new ways of scoring competitions so safety (gaggle flying) is improved and other innovations can be explored.
- Accuracy – Compile a list of acceptable brands for Accuracy target equipment and in the interim make one brand of pad mandatory in our Cat 1 for a x years. Choose a team of judges that would cover key Cat 1 positions for x years.

### **In 2022, the Bureau will have four meetings**

- Just before and after the plenary for its preparation and wrap-up.
- In June/July to analyze the current situation and build the next year budget (Zoom)
- In Autumn for strategy and new projects.