



CIVL 2023 PLENARY – ANNEXE 6A CIVL PRESIDENT REPORT – 2022-2023

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First Category Events

We successfully ran

- 1 World Championship in Hang-Gliding
- 3 European Championships in Hang-Gliding, Paragliding Cross-Country and Accuracy
- 1 Asian Championship in Paragliding Accuracy
- 1 Pan-American Championship in Paragliding Cross-Country.

Second Category Events

356 events found their way on the FAI event calendar and 305 were ranked.

See our Competition Coordinator report for more details (annexe 20).

The year 2022 shows that our events and the international participation have almost returned to a pre-COVID situation. We did not have any COVID-related issues.

2022 Plenary

We ran our plenary in Belgrade, both on-site and on-line (hybrid meeting). 67 people participated, 18 on-site. The schedule was set for on-site, so the sessions were long. To better the on-line experience, we invested in a video conferencing system. It was very much appreciated. It is being upgrade it (more microphones) for the 2023 plenary.

Having a plenary on-site is a advantage that cannot be replaced. It is the only way to have real comprehensive exchanges and make progress on intricate issues and strategy. A lot happens outside the official sessions, so we are encouraging delegates and alternates to participate physically.

Bureau Meeting

Bureau members, extended to Committee Chairs and CIVL Administrator, met physically in Porto, Portugal. A very dense 3-day session with tricky issues and shared dreams. See our December 12 “News” on our website.

COVID

The pandemic is behind us. The World Pilot Ranking System (WPRS) is back in its normal mode (we had frozen some factors so not having as many events as usual would not influence the ranking).

CIVL Event Managing System

civilcomps.org is now completed and running. We are in phase 2 of its development, adding functionalities and fixing bugs. Organisers use it and, as far as we know, like it.

civilcomps.org is available free of cost: a major project allowing us to go forward efficiently.

Cross Country Scoring Project

The AirScore project is completed. It has been used but not completely proven in sufficient events. It should be approved soon and will replace FS as the reference scoring software. CIVL has to organise how it will be monitored and developed.

Challenges

- NACs not in good standing and Sporting Licences

The 2022 FAI General Conference has changed the Statutes so when NACs don't pay their membership fees to the FAI in time, 1) they cannot add new events on the calendar, 2) all pilots have their Sporting Licences suspended.

2) is very worrying. We asked the FAI to give advance notice to pilots on what may happen to their NACs so they would have time

- to put pressure on their NAC

- to decide to participate or not in events (pay registration, buy plane tickets and book lodging with the knowledge of when their sporting licence may be suspended).

We have not been heard so far and no satisfactory solution is in sight.

- FAI Finances

The 2015–2019 period was a financial disaster for the FAI. Its reserve was spent to finance operations and dreams with no future and the FAI had to use the Commissions reserve to pay the daily bills. Starting in 2020, the FAI has reorganised and downsized to save money and present a balance budget.

In 2023, the Commissions will be heavily impacted by this reorganisation, as all account are to be in Swiss Francs. Very few FAI event organisers and volunteers are living in Switzerland, so sanction fees and claims were done almost exclusively in euros or local currencies. The cost for the needed transactions has been evaluated by the FAI at CHF60,000. Now with everything in CHF, the cost of transactions will be on the organisers' and commissions' shoulders, and so the work associated to treat adjustments due to currency exchanges when claims are processed.

- CIVL Reserve

The fluctuations of the CIVL financial reserves should not be analysed negatively. For 11 years (2005–2015) the CIVL reserve grew steadily, then stabilised around CHF270,000 (2016–2019). One of the reasons was that the IT and administrative work was done strictly by volunteers. This model reached its limits in both domains. It was recognised that investment in software and personnel was needed: we also decided to upgrade the services offered to organisers and pilots of our 300-or-so events. These necessary improvements (EMS, Airscore, trackers, accuracy targets, training) come at a cost, which explains the financial deficit of the last 3 years and the planned deficit for 2023.

At the end of 2023, the CIVL will need to stabilise its reserves where they will stand or rebuild them so we can finance other projects. We must find ways to increase our revenue, as our costs are minimal and there is really nowhere to cut.

- FAI Finances and CIVL Reserve

The above is the rosy interpretation of things. In fact, we cannot obtain from the Executive Board the guarantee that we can use as we like the money we raise and that this money is used only on matters that have CIVL's approval. This is very worrying, as we know that some members of the Executive Board would like to have all Commissions' money in a common account and this money used to finance projects decided by ... Who exactly? The EB? Commissions have never been proved to abuse the system and be financially irresponsible. They should be trusted.

- Accounting

CIVL requests direct access to the accounting system so that the financial secretary can look up the status of reimbursement requests and see organiser payments and other transactions at any time, and so that they can run reports at any point rather than only rely on the end of month summary. The access can be read-only so that transactions cannot be initiated or modified. The current process limits the financial secretary's ability to serve the bureau

members and makes real-time analysis impossible. Read-only access/users are a standard feature of every accounting software package that we are aware of, so this request should be easy to grant and non-controversial.

- **Kosovo**

Kosovo was accepted by the General Conference as a FAI Active Member in 2015, although a majority of United Nations countries did not recognise it as a nation. The Kosovo government is obviously using sport as a means of pushing its political agenda, especially when events are organised in nations that don't recognise Kosovo.

We had this issue in 2019 in Serbia, we had it again this year in Romania. The FAI President and Sec.Gen. stated the FAI position. The Kosovan pilots were accepted by the Romanian authorities only if they would not display their national symbols (flags, anthem...). This was made very clear to the Kosovan NAC and its pilots before the competition. They did not respect this, brought the issue up at the briefings, argued with the organisers and the FAI Jury President, used their flag in a provocative way, even carrying two at the opening ceremony when all other nations had one, and accused the FAI and CIVL of discrimination. There was very clear ground for them to be disqualified for bringing the sport and the CIVL into disrepute. This was not done on instruction of the Romanian authorities, so the organisers and the pilots had to suffer their provocations.

Projects

- **Be Professional**

We believe that the CIVL must be run as professionally as possible so we can reach a very high standard of production and services. Our paid Competition Coordinator and Administrator plays a central role in the daily running of the commission, in its media programme, in its software development.

- **Be Autonomous**

History shows that we can count only on ourselves. The "eNavigator" EMS developed for the FAI by Noosphere five years ago is the perfect example. Too complex, useless for us, we had to build our own EMS. Autonomy has a cost. We have to keep investing.

- **Keep Investing**

In First Category events, we have invested in top-level equipment (live trackers for Cross-Country, targets for Accuracy) and are making these available for free to the organisers. The Stewards and Jurors that we send are chosen from a restricted pool and are receiving daily stipends for their work. We are sending our own media team in some First Category events. Spotless First Category events are the reference for Second Category events. We need to keep investing in the sport. For this, we need additional revenue to keep our financial reserve to their current level (see Bureau proposal, annexe 23 B).

Commission Presidents Group

The Air Sport Commission (ASC) Presidents have been active again this year, meeting monthly with the FAI President in the Commission Presidents Group (CPG), according to its the statutes-established format. The CPG is a good place to exchange information, knowledge and projects. Unfortunately, this year, some matters that impacted the ASCs directly were not brought up in time with all needed information and EB decisions were taken that went against ASCs' interests without the ASCs' input (by-laws changing the dates of some ASC plenaries, and the proposal on FAI award process taking the ASCs out of the loop...). So the CIVL is now questioning what the CPG is all about.

The FAI statutes should be changed so the ASCs and CPG have real power in the decision process on sporting matters and are just only a body that can be consulted ... or not.