



*Fédération
Aéronautique
Internationale*

Minutes

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

Porto, Portugal
March 2 to 5, 2023

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1	Opening of the meeting	3
2	Declaration of Conflicts of Interest	3
3	Additions to the Agenda	3
4	Approval of the minutes of the 2020Plenary meeting	3
5	Reports from the FAI	4
6	Report of the CIVL President	6
7	Report of Bureau decisions that need the Plenary approval.....	6
8	Report of the CIVL Treasurer.....	7
9	Approval of the 2022 accounts.....	7
10	Discharge of Bureau responsibility for decisions since last Plenary	7
11	Review of the 2022 Championships and Test-Events	7
12	Review of the World Air Games	7
13	Annexe 13 – Report from the Hang Gliding XC Committee	8
14	Report from the Paragliding XC Committee.....	8
15	Report from the Paragliding Accuracy Committee	8
16	Report from the Paragliding Aerobatic Committee	8
17	Report on Safety	8
18	Report from the Software Officers.....	9
19	Report from the Records & Badges Officer.....	9
20	Report from the Competition Coordinator	9
21	Report from the Jury & Steward Coordinator	9
22	Report from the Communication Officer.....	9
23	Proposals from the CIVL Bureau	9
24	Proposals from the Hang Gliding XC Committee.....	15
25	Proposals from the Paragliding XC Committee	15
26	Joint proposals from the Hang Gliding and Paragliding XC Committee	16
27	Proposals from the Paragliding Accuracy Committee.....	16
28	Proposals from the Paragliding Aerobatic Committee	16
29	Proposals from the Safety Officers	16
30	Proposals from the Software Working Group	16
31	Proposals from the Records & Badges Officer	16
32	Proposals from the Jury & Steward Coordinator.....	17
33	Proposals from National Airsport Control (NAC).....	17
34	Bids for Championships	21
35	2023 Provisional budget.....	22
36	Nominations for Awards	22
37	Venue of next Plenary meetings	23
38	Any Other Business.....	23
39	Nomination and election of Bureau members and Committee Chairs.....	23
40	Closing remarks of theCIVL President.....	24

**Annexes are found at <https://www.fai.org/civil-documents>
Document / Meeting CIVL / 2023 / Plenary 2023 / Annexes**

1 Opening of the meeting

The CIVL President welcomed participants and introduces David Monks, FAI President, and Geff McCarthy, representing the FAI Medical Commission.

David Monks also welcomed the participants.

The Air Sport medals awarded by the past plenaries are presented to Barbara Sonzogni, Zeljko Ovuka, Goran Dimiskovski, Martin Jovanoski.

Attended in person

Albania, Austria, Bulgaria, Finland, France, Hungary, Italy, Japan, Kazakhstan, North Macedonia, Poland, Portugal, Romania, Serbia, Slovenia, Spain, United Kingdom, USA, Brazil (proxy for Venezuela), Czech Republic (proxy for Slovakia), Norway (proxy for Denmark), Switzerland (proxy for Germany).

Attended online in various sessions

Argentina, Australia, Belgium, China, Hong Kong, Iran, Latvia, Malaysia, Mongolia, Sweden, Thailand, Turkey.

The list of all participants is annexed at the end of the minutes.

Plenary and voting processes were explained in the appropriate annexes. Details were given on specificities linked to having both a physical and online plenary.

2 Declaration of Conflicts of Interest

Conflicts declared: Yoshiki Oka (Ozone), Michael Siegel (Gin), Cristiano Pereira (Flymaster), Daniel Gonzalez Rizo (Alpha Pilot).

3 Additions to the Agenda

- **Proposal Bureau – Hike and Fly**

Vote. 2/3 qualified majority.

Yes: 32

Nay: 0

The proposal passed.

- **Proposal PG XC Committee – Lightweight Class**

Vote. 2/3 qualified majority.

Yes: 32

Nay: 0

The proposal passed.

- **Proposal Czech Republic – PG Accuracy – Various**

Yes: 32

Nay: 0

The proposal passed.

4 Approval of the minutes of the 2020Plenary meeting

CIVL-Plenary-2023-Annexe-4-2022-CIVL-Plenary-Minutes

Vote. Simple majority.

Yes 32

Nay: 0

The minutes were approved.

5 Reports from theFAI

- **Report from the President**

The President Report on 2022 as presented to the 2022 FAI General Conference is in Annexe5. David Monk addressed the plenary in these terms:

Firstly, it is a pleasure to attending this meeting and I thank you Mr President and your Bureau for the invitation.

For those I have not the pleasure of meeting yet, I would like to tell a little about me.

I first attended the CIG Commission in 2007 as an Observer in CIG the rotorcraft Commission and went onto become UK delegate, Commission Secretary and I represented the Commission President Jacques Berlo during 2018 General Conference in Egypt. I became Chairman of the Royal Aero Club in 2017 and was first elected as FAI President in 2020, I was re-elected for a second term in 2022. I am still Chairman of CIG rules committee.

My passion. I am a private helicopter Pilot and competitor with a reasonable amount of success winning the British Open Championships in 2007 which is something I take great pride in being the only non-commercial non-military pilot to win.

At World level I have not been as successful as I would wish to represent the UK at four World Championships winning a bronze and a silver medal in the team events, a silver medal as a team manager and a silver medal as an individual. I was fortunate enough to be selected to participate in the World Air Games 2009 and again in 2015. I have attained 3 world records. I hope at some stage to continue achieving more.

My role of as President and Executive Board member can be found in FAI Statutes Chapter 4 Para 4.2. Some of the duties and responsibilities are to:

- Oversee the implementation of the policies of the General Conference,
 - Ensure that the Statutes, By-Laws, Sporting Code and FAI Anti-Doping Rules are duly observed and enforced and delegated Sporting Powers correctly exercised;
 - Defining and examining matters concerning FAI's overall policy and making appropriate recommendations to the General Conference;
 - Monitor and control the work of the Secretary General and provide budgetary limits and policy guidelines. Decide on any matter presented by the Secretary General and any other matter as necessary for the conduct of FAI business and aeronautical activities.
 - Responsibility to the General Conference for all financial and accountancy matters;
 - Present to the General Conference the accounts for the past year and the proposed budget for the coming year;
 - Presenting to the General Conference:
 - The proposed classification of Active Members for the coming year along with the proposed voting rights for each class; and
 - The projected income from air sport activities;
 - Ensuring implementation of Conference decisions;
 - Proposing to the General Conference the appointment of Honorary Patrons of FAI
 - Making decisions or recommendations on matters not covered by the statutes or on those put forward by the Commission Presidents' Group;
 - Establishing such working groups as it finds necessary to support its work, and disestablishing those whose work has been completed;
 - Approval of the FAI Sporting Calendar;
 - Exercising retained Sporting Powers with the right to delegate these powers to other bodies;
 - Appointing an Acting President in the event of the FAI President's death or incapacitation.
- The Executive Director Finance shall be responsible for:
- Reporting on financial matters to the General Conference;
 - Providing advice and assistance to the Executive Board and other FAI bodies on accounting and financial matters, including budgeting, investment management, and the use of FAI's capital.

Basically, the Executive Board has an overarching responsibility for the FAI and its business activities and that includes that of the Commissions.

That is quite a responsibility especially if something were to go wrong.....

As your President reports, in 2019 it became evident financial and administrative governance were failing and with the intervention of the RAeC (the UK NAC) at the 2019 General Conference in Lausanne, the General

Conference took control and gave clear direction as to what was wanted and required by the membership. In 2020, the FAI Executive Board were forced to cut spending and a new account system was introduced with the intention of improving the accounting procedures at reduced cost. I was elected at the end of 2020 and I inherited the legacy of poor financial and administrative governance which has improved immensely in the last 2 years, but improvements can and still do need to be made.

There are areas for improvement.

Continued implementation of Standards of Performance, Contracts with 3rd Parties, Organiser Agreements and so on. Harmonising of processes both in administration and how the administrative function of FAI interfaces with the Commissions. Creating a Reserves Policy, Guidance policies on Environment and a sustainability Audit of our sports.

The Executive Board recently had its first meeting together in over 2 years. Last year meetings were all held on Zoom in order to assist in the effort to save money due to a shortfall in expected membership subscriptions and commercial revenue. This board has proven it is financially responsible and not spending money without justification or the knowledge that there is the income to pay for it. The meeting at the end of January in Lausanne focused on strategic items that need addressing and, as a result of that meeting, I am waiting for feed back from the Executive Board members advising of which projects the project leads are prioritising and providing a timeline to providing a draught proposal.

Subject discussed

- Finance, Membership Scheme, setting of Classes Policy on reserves,
- Social Political, Gender Diversity Inclusion,
- E-sports following IWGA an IOC initiatives and positioning in FAI.
- And, of course, Constitution and structure.

Finance is always a well-debated topic and there is one subject I would like to talk about and that is the Commissions reserves, what a reserve is and how it relates to cash in the bank.

A Commission reserve is a summary of a Commission historical financial activity. It is not a statement of how much cash is on the bank account.

Currently the figure recorded in all the Commission reserves is greater than the amount of cash FAI has in the bank.

The reason for this is because the cash which matched the Commission reserves has been spent on other projects. This was done with the agreement of the General Conference and supported by the some Commission representatives.

This is a situation the current Executive Board inherited. It restricts the amount of reserves a Commission can assign to its activities, because any Commission budget deficit comes out of the bank account. If this were to continue, FAI will eventually run out of money.

This is the reason why I have asked Commissions to work towards a balanced budget meaning its expenses are matched by its income.

The administrative function of FAI is working towards this by matching the administrative costs to a membership subscriptions and not relying on commercial or sponsorship revenue.

Restoring the cash position of FAI requires a joint effort.

I note there is a concern about how future reserves are administered.

Earlier I spoke about the duties of the Executive Board and one of those duties is the responsibility of financial management. When planning a project, I ask you to collaborate with the Executive Board with regards to the financing of the project and then that finance plan can be incorporated in the FAI financial strategy, securing its position.

Commission President Group (CPG)

Another role of mine is to I chair the CPG. Currently we meet once a month and many topics are discussed. Some of the discussions go a long way to contributing to Executive Board discussions and some do not. What I would say is just because not every decision the Executive Board makes is as the Commissions would wish the statute Executive Board role needs to be respected as the Executive Board respects the Statute role of the Commissions in exercising their delegated sporting powers. Along with reviewing proposed and past expenditure of FAI funds derived from air sport events; another function is to present to the General Conference appropriate advice or recommendations. During 2021 and 2022, it did not.

Before I finish and take questions...

I must commend this Commission under the leadership of Stephane, your President, and the Bureau for the hard work and progress it has made over the years. This Commission is colourful bright and successful, but I do see a tendency for autonomy which does concern me. This Commission as with all the Commissions is part of FAI which provides a legacy and recognition of the Air Sports Person who participate in our Air Sports. During this challenging time, we must all support each other in the primary objective of FAI which is to Provide Governance of International Air Sports Competitions, a records process with integrity and to make awards and recognise those who have made outstanding achievements and contributions within our community. This is the strength of FAI and I along with the Executive Board see it as our Mission to facilitate and promote and uphold these objectives for the membership and their Air Sports Persons for now and the future.

I might not be around for elections but I understand Stephane is not presenting for re-election and so, on behalf of FAI, I would like to thank Stephane for everything he has done as President of CIVL over the last 8 years and for his work in the CPG and CASI. And now I look forward to working with his successor.

- **Report from the Secretary General**
CIVL-Plenary-2023-Annexe-5-FAI-SG-report

The Secretary General commented his presentation online.

Q&A included

- Changes and effects on commissions regarding the FAI now invoicing in CHF.
- The need for Commissions to be considered as equal partners rather than being dictated around.

David Monks replied that he did want to work together for the common good and he welcomed direct approaches.

6 Report of the CIVL President

CIVL-Plenary-2023-Annexe-6a-CIVL-President-Report-2022-2023
CIVL-Plenary-2023-Annexe-6a-CIVL-President-Report-2015-2023
CIVL-Plenary-2023-Annexe-6b-CIVL-CPG-Review

Stephane Malbos gave a presentation that summed-up his reports.

CIVL-Plenary-2023-Annexe-6a-CIVL-President-Report-Presentation

Stephane recalled his many plenaries since Sinaïa 2003 (not much of an achievement when compared to Yoshiki Oka's first 1976 plenary in Kossen!) and thanked the delegates: he always had a good time.

2022–2023 was business as usual with numerous and successful events, an Event Managing System events in operation, a CIVL Competition Class stabilised, a new XC Scoring system close to completion and physical meetings iso online. Not so usual were the project to raise sanction fees and the questions about our reserves, NAC not in good standing, events in nations with no NACs...

The 2015–2023 period was stable at Bureau and Committee levels, with people involved in the long-range. Main progress were: working efficiently on Basecamp, hiring and Administrator, implementing an Event Managing System and the CCC paragliders, investing in live-trackers and accuracy target system, reorganising our rules and improving our communication. We had many issues: unsatisfactory multisport events (World Air Games, Asian Games), poor relation with the Executive Board, no common project with FAI central and the feeling that it is serving the structure, not the sport.

The Commission President Group, only properly used since 2020. A nice place to discuss but sometimes ignored, sometimes not heard. The CPG still has to discover its own power.

In conclusion, one can be optimistic as the CIVL is strong, or pessimistic as governance and financial issues remain unsolved. Bill Hughes, as CIVL President if elected, will ensure continuity. I'll stay available to help.

If we had to have one motto, it could be: Be professional, be autonomous, keep investing. I'll add, as I did each and every year of my tenure: We fail when we don't work enough.

No comments or questions.

7 Report of Bureau decisions that need the Plenary approval

CIVL-Plenary-2023-Annexe-7-Bureau-Decisions

Vote. Simple majority.

Yes: 33

Nay: 0

The decisions were approved.

8 Report of the CIVL Treasurer

CIVL-Plenary-2023-Annexe-8-Financial-Report

Bill Hughes explained that the deficit for 2022 was less than budgeted. These 2022 results still have to be audited. The main notice to all is that we as a commission cannot survive on the use of the reserves to balance the budget.

Looking forward to 2024, he explained that the CIVL Bureau proposed revised increases of Sanction Fees (following consultation with delegates). They will give an intentional €8k deficit.

If the Sanction Fees increase is voted, the organisers of Cat 1 events in 2024 and 2025 will be allowed to adjust their budget as applicable.

Vote. Simple majority.

Yes: 33

Nay: 0

Abstention: 0

The report was approved.

9 Approval of the 2022 accounts

Vote. Simple majority.

Yes: 33

Nay: 0

The accounts were approved.

10 Discharge of Bureau responsibility for decisions since last Plenary

The CIVL shall accept responsibility for all acts carried out by the President, the Bureau and the Committee Chairs of CIVL under the terms of the FAI Constitution and CIVL Internal Regulations and in good faith.

Vote. Simple majority.

Yes: 33

Nay: 0

11 Review of the 2022 Championships and Test-Events

CIVL-Plenary-2023-Annexe-11a-Review-Championships-V2

CIVL-Plenary-2023-Annexe-11b-Report-Live-Tracking-Coordinator

France questioned the wrong numbering of the HG Class 2 World.

Stephane Malbos was the jury President there. The issue was discussed during a pilots' briefing. They were all in favour to keep the numbering unchanged, even if wrong: just a part of the history of their Class.

12 Review of the World Air Games

- **Historical review by the Commission President Group**

CIVL-Plenary-2023-Annexe-12a-WAGs-Historical-Review&Analysis

- **Recent positions of the Air Sports Commission Presidents on the WAG**

CIVL-Plenary-2023-Annexe-12a-WAGs-Historical-Review&Analysis

For information.

There is currently no request to organise new WAGs.

No comments or questions.

13 Annexe 13 – Report from the Hang Gliding XC Committee

- **Committee Chair Report**

CIVL-Plenary-2023-Annexe-13-Report-Hang-Gliding-Committee

Jamie Sheldon summed-up her report. Back on track with Cat 1 events which went well. We have competing bids for 2025 Worlds. However, we don't have any bids for 2024 Continentals.

14 Report from the Paragliding XC Committee

- **Committee Chair Report**

CIVL-Plenary-2023-Annexe-14-Report-Paragliding-XC-Committee

- **2025 World Working Group**

CIVL-Plenary-2023-Annexe-14b-Report-Working-Group-2025-World-PG-XC

Bill Hughes summed-up his report. Previous year had the most successful Pan-Am to date. Euro champs in Serbia were also successful. Looking forward to the World in Chamoux, France, soon. 2024 Pan-Am in Argentina had to withdraw due to logistical reasons: we will be voting to replace it by an event in Brazil

15 Report from the Paragliding Accuracy Committee

- **Committee Chair Report – Annexe 15.**

CIVL-Plenary-2023-Annexe-15-Report-PG-Accuracy-Committee

Martin Jovanovski summed-up his report. Last year started slowly thereafter gained impetus to pre-Covid levels. Cat 1 events were held successfully. This discipline appears to be growing again. 2024 Euro in Russia was cancelled in Russia but we have bid from Albania to replace it. There is a significant development of judging scoring camera instrumentation. Kamil reported on this development which will be tested this year. Andy Cowley reported on the successful judges training he led in Colombia and Thailand.

16 Report from the Paragliding Aerobatic Committee

- **Committee Chair Report**

CIVL-Plenary-2023-Annexe-16-Report-Paragliding-Aerobatic-Committee

Alexandra Grillmayer summed-up her report. A new successful event format is separating professional from amateur pilots. There are only three active judges at present and this is a challenge. New judges will have to be trained. France is currently training judges and this could help.

17 Report on Safety

- **Competition Coordinator Report**

CIVL-Plenary-2023-Annexe-17-Report-Safety

CIVL doesn't really have a Safety Officer and is looking for one. Elena provided the statistics. The process to improve data collection and report from event organisers was discussed. The key point is to analyse the incidents / accidents, not just get numbers.

18 Report from the Software Officers

- **Igor Erzen reported verbally.**

EMS is now working online with issues that are dealt with. We are late on the documentation. Airscore is still not on the FAI server: ongoing communication is going on with the FAI to resolve the technical issues. Airscore to be publicly available on the FAI website in a few weeks was promised a year ago. Igor is weary to have to promise the same again. David Monks will look in the matter.

Brett Janaway voiced concern regarding API access.

Another concern is the difference between Section 7 wording and what the formula does (PG XC Euro issue). To be revised.

19 Report from the Records & Badges Officer

- **Igor Erzen reported verbally.**

Igor Erzen reported verbally. Proposals information comes at the last moment, which is not acceptable. There was a mistake at the FAI office in approving some records. Section 7 will need to be updated to reflect the FAI General Section. There was discussion regarding multiple declaration for one flight for the same record. We can request with CASI if there is a question regarding the GS. Further work needs to be completed throughout next year.

20 Report from the Competition Coordinator

- **Coordinator Report**

CIVL-Plenary-2023-Annexe-20-Report-Competition-Coordinator-v2

Elena Filonova summed-up her report. We have virtually completely recovered after Covid. The events sanction fees in general have slightly increased. Elena noted the financial contributions to the budget between disciplines, in particular PG Accuracy versus PGXC. There has been a significant increase in general requests for pilots' data amendments.

Goran Dimishkovski requested the PG Accuracy Committee looks at the level of Sanction fees as this is not sustainable compared to CIVL investment.

Stephane Malbos suggested that investing strictly at the level of revenue – or not – is a philosophical/strategical discussion for the next Bureau in 2023.

21 Report from the Jury & Steward Coordinator

- **Officer Report**

CIVL-Plenary-2023-Annexe-21-Report-Jury&Steward-Coordinator

There was no comment or question for Jamie Shelden.

22 Report from the Communication Officer

- **Officer Report**

CIVL-Plenary-2023-Annexe-22-Report-Communication-Officer

Elena Filonova summed-up her report. Our social media boomed in 2022. In general this information channel is working well as if it is a magazine. Elena requested suggestions on how to improve the email newsletter aspects of media.

23 Proposals from the CIVL Bureau

- **Internal Regulations**

CIVL-Plenary-2023-Annexe-23a-Proposal Bureau-Internal-Regulations-Final

The text amendments adjust the IR to the FAI by-laws and reflect the reality of how the CIVL works.
Immediate implementation.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Sanction Fees**

CIVL-Plenary-2023-Annexe-23b-Proposal-Bureau-Sanction-Fees-v4

The proposal will get CIVL to a break-even balanced budget. The initial proposal was amended as follows:
Cat 1 Multiplier increase from 4.5 to 6.75
Cat 2 Multiplier increase from 1.5 to 2 (uplift was previously 2.5). Explained the little effect on pilot entry fees

Section 7 Common to read:

3.1. Amount of Fees

For all Category 1 events, the sanction fee will be **CHF6.75** per pilot per scheduled flying day, not including practice days or specific days dedicated to the opening and closing ceremonies.

12.4. Sanction Fee

The sanction fee for any 2nd category event is the equivalent of **2** entry fees.

Implementation dates: January 1, 2024, for both Cat 1 and Cat 2 events.

Vote – 2/3 qualified majority

Yes:33

Nay: 0

Abstention: 0

The proposal passed.

- **Altitude & Airspace Infringements**

CIVL-Plenary-2023-Annexe-23c-Proposals-Bureau-Altitude&Airspace-Infringements-v3

The initial proposal was amended.

Section 7A to read:

4.4.5 Altitude and Airspace Infringements

Where infringement of airspace or briefed altitude limits are considered possible it is the responsibility of the pilot to produce tracklog evidence that this did not occur. Airspace violation checks rely on the GNSS altitude as recorded on the flight instrument.

Barometric altitude from tracklogs can be used as evidence in the case of disputes. The barometric altitudes of the track log must be compensated using a reference point method in such a way as to eliminate sensor drift errors.

Local regulations can override this default.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention : 0

The proposal passed.

- **Altitude Verification**

CIVL-Plenary-2023-Annexe-23d-Proposals-Bureau-Altitude-Verification-v5

The initial proposal was amended.

Section 7A to read:

6.3.2 Airspace Altitude Definition

Competition airspace is defined as altitude above mean sea level. The meet director will write any special restrictions for the day (ones not already briefed or in the airspace file provided) on the task board each day and will highlight them during the task briefing. The information will be written in both metres and feet. The correct altitude of a known point at launch, and the point's location, will also be written on the task board.

Vote – 2/3 qualified majority

Yes: 32

Nay: 1

Abstention: 0

The proposal passed.

This may be subject to additional review by the Bureau during the following year

- **Penalty Violation of Restricted Airspace**

CIVL-Plenary-2023-Annexe-23e-Proposals-Bureau-Penalty-Violation-of-Restricted-Airspace-v5

The initial proposal was amended.

Section 7A to read:

6.3 Specific Penalties

The following penalties will apply:

Violation of competition airspace.

Competition organisers must provide an airspace file including all restricted airspace for the competition. These prohibited spaces should include a buffer of at least 100 metres vertically and horizontally.

Penalty for violating the competition defined airspace is:

- Between zero (0) and one hundred (100) meters inside the prohibited airspace, vertically or horizontally: Linear penalty from zero to 100 percent of pilots' points.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

Post-plenary, the CIVL Bureau found the wording not clear. The following proposal was shared with the delegates present at the plenary, then adopted by Bureau decision (to be confirmed by the next plenary).

Competition organisers must provide a competition-defined airspace file where the prohibited airspace will include all restricted areas surrounded by a buffer of at least 100 metres vertically and horizontally.

The penalty for violating this competition-defined airspace is:

Between zero (0) and one hundred (100) meters inside the prohibited airspace, vertically or horizontally:

Linear penalty from zero to 100 percent of pilots' points.

- **Penalty Cloud Flying**

CIVL-Plenary-2023-Annexe-23f-Proposals-Bureau-Penalty-Cloud-Flying-v2

Section 7A to read:

6.3 Specific Penalties

The following penalties will apply:

- Cloud flying.

Cloud flying is prohibited and it is unsporting to gain an advantage by flying in cloud, and unsafe to fly in cloud because visual references are lost and it is impossible to maintain a safe separation from other pilots. Cloud flying is defined as any part of the glider or the pilot being inside a cloud.

It is the responsibility of the competitors to report cloud flying to the MD or scorer. If the scorer or MD suspects that a competitor was cloud flying, it is up to the pilot to provide evidence that they were not.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Meetings**

CIVL-Plenary-2023-Annexe-23G-Proposals-Bureau-Meetings

Section 7 Common to read:

7.1 Communication

The organiser will set up a group on a messaging platform such as Telegram and ensure that all pilots and team leaders are in the group. All official information about required meeting or events transportation to launch, availability of results, day cancellations, etc. will be done via this group. The organiser must choose a messaging platform (Telegram is suggested but not required) that all competitors are able to use free of charge. The group must be established one week prior to the start of the event and used for messages about transportation and practice days.

The Meet Director shall hold a briefing for competitors before each task, at which full meteorological and operational information concerning the task shall be given. Task, weather, airspace information, and any special requirements shall be in writing. If possible, a meteorologist prepared to answer questions from pilots shall give weather briefings. Flight safety requirements given at briefing shall carry the status of regulations. Briefings may be postponed from the set time in the event of bad weather and further briefings be given if necessary. All briefings must be conducted in English.

This also applies to Accuracy and Aerobatic (read "round" or "run" iso "task").

7.2 Meetings

Communication between the organisers and competitors is achieved through web/mobile applications (such as Telegram, WhatsApp, email...), Team Leaders' meetings and pilots' briefings.

A Team Leaders meeting is held at the Meet Director's initiative. It shall also be held within 18 hours if five or more Team Leaders request it.

In Aerobatics, all pilots must attend the morning briefing.

In Accuracy, pilots may attend the Team Leaders morning briefing.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **WPRS & FAI Sporting Licences**

CIVL-Plenary-2023-Annexe-23h-Amendment-Proposals-Bureau-WPRS-FAI-Sporting-Licences

The initial proposal was withdrawn and replaced by a new one.

Section 7 Common to read:

14. The World Pilots Ranking System

(added at the end)

It is mandatory for organisers of First and Second Category events to register their event in the CIVL EMS.

It is mandatory for pilots competing in First and Second Category events to be registered in the CIVL EMS.

In case of issues, only the information as found on the FAI Sporting Licences database is taken in consideration. Physical or virtual FAI Sporting Licences issued by NACs are not considered.

It is the responsibility of pilots to check that the information entered in the FAI Sporting Licences database are correct (name, discipline, date of validity, etc.)

Results received by CIVL are deemed to be correct and all pilots will be ranked accordingly.

NACs may control all results and rankings published on the CIVL website and ask for adjustment, especially in consideration of pilots not having FAI Sporting Licences.

All results and rankings published on the CIVL website will be deemed to be final after 3 months have elapsed since the last day of the competition.

Vote – 2/3 qualified majority

Yes: 30

Nay: 0

Abstention: 0

The proposal passed.

- **WPRS & Exceptional Circumstances**
CIVL-Plenary-2023-Annexe-23i-Proposals-Bureau-WPRS&Exceptional-Circumstances

Section 7 Common 14to read:

... Under exceptional circumstances, **the CIVL Bureau has the** right to allow WPRS ranking points for competitions that have not been FAI sanctioned **or pilots without FAI Sporting Licences.**

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Cat 2 Sanction Fees Refund**
CIVL-Plenary-2023-Annexe-23j-Proposals-Bureau-Cat 2-Sanction-Fee-Refund

Section 7 Common to read:

12.4. Sanction Fee

The sanction fee for any 2nd category event is the equivalent of 1.5 entry fees (the pilot-participation fee, inclusive of such compulsory “extras” such as liftpasses, etc., but exclusive of accommodation). The sanction fee is payable in CHF and shall be a minimum of **CHF70** to cover administrative costs. ~~In the case of a refund, the administrative costs are not refundable.~~ If an event has different entry fees depending on the payment date, the sanction fee is set according to the lowest fee. In case of multi-class events, the sanction fees are not cumulative. The higher entry fee is the base for the sanction fee.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Naming of PG Sub-Classes**
CIVL-Plenary-2023-Annexe-23k-Proposals-Bureau-Naming-of-PG-Sub-Classes-V2

Section 7 Common to read:

1.4.1 Definition of hang-gliders, ~~as per General Section~~

...

Class 3

Hang gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

Sub-classes are

- **Open – All paragliders**
- **Serial – Any EN/LTF**
Sport – UptoENC/LTF2
- **Standard – Up to EN B/LTF 1–2**

Organisers shall use these references when staging dedicated events.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention : 0

The proposal passed.

- **Accuracy Objections**
CIVL-Plenary-2023-Annexe-23l-Proposals-Bureau-Accuracy-Verbal-Objections

Section 7C to read:

7.1 Objection

At any time a verbal objection can be made to the Chief Judge, preferably by the team leader. The objection may be accepted or not by the Chief Judge. If not, a complaint may be made.

7.2 Complaints

A complaint may be made to the Chief Judge, preferably by the Team Leader, in writing, in English, to request a correction...

Etc., **renumbered**.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Section 7 Clean-Up**

CIVL-Plenary-2023-Annexe-23m-Proposals-Bureau-S7-Clean-Up

Section 7C

Section 7A

8.4.1 Classification

Only paragliders following the regulations **defined in the Section 7G are permitted to fly.**

~~All paraglider models must be commercially available 90 days prior to the start of the championship.~~

Section 7J

2.1 Nominated and Representative Jury

A “nominated” Jury is one in which the President and the members are appointed **by the CIVL Bureau**. It is composed of 3 to 5 jurors. A “representative” Jury is one in which the Jury President is appointed **by the CIVL Bureau** and in which the members are one from each competing NAC. CIVL mainly uses “nominated” Jury.

All references and amounts in Euros to be replaced by references and same amounts in Swiss Francs. All fees to be published in a separate specific document. Section 7 to be cleaned up accordingly.

Vote – 2/3 qualified majority

Yes: 33

Nay: 1

Abstention : 0

The proposal passed.

- **Exemptions**

CIVL-Plenary-2023-Annexe-23n-Proposals-Bureau-Exemptions

Section 7A to read:

2.2.6 Exemptions

Requesting an exemption is not just another way to be qualified. Exemption to pilot qualification requirements may be given only under exceptional circumstances.

~~... 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.~~

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Test Events**

CIVL-Plenary-2023-Annexe-23o-Proposal-Bureau-Test-Events

Section 7A to read:

2.4.5. Test Event

The Competition Organiser must arrange a test event on the proposed site one year before the Category 1 event and as close to the proposed Championship dates as is practical. CIVL shall appoint a Steward to attend the test event to provide advice to the organiser and to report on any organisational or site modifications required.

Unless authorised by the Plenary or the Bureau, when the test event cannot take place, the Category 1 event is cancelled.

Competition organisers of all test events shall apply for Category 2 status for their events. Test events are sanctioned as Second Category events and published on FAI calendar and civilcomps.org as soon as the championships bids are approved by the plenaries.

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Cat 1 Bids**

CIVL-Plenary-2023-Annexe-23p-Proposal-Bureau-Cat 1-Bids-V2

Different adjustments to the document, including rules to present bids to the plenary.

Vote – simple majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **Hike and Fly**

CIVL-Plenary-2023-Annexe-23q-Proposal-Bureau-Hike-and-Fly

To establish a Working Group for a new discipline category.

Vote – simple majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

24 Proposals from the Hang Gliding XC Committee

- None received.

25 Proposals from the Paragliding XC Committee

- **Reynold Class**

CIVL-Plenary-2023-Annexe-25-Proposal-PG-XC-Committee-Reynold-Class

Amended to read “Lightweight” Class.

Vote – 2/3 qualified majority

Total: 33

Yes:20

Nay:11

Abstention: 1

The proposal failed.

26 Joint proposals from the Hang Gliding and Paragliding XC Committee

- None received.

27 Proposals from the Paragliding Accuracy Committee

- None received.

28 Proposals from the Paragliding Aerobatic Committee

- **Sporting Code modifications**
CIVL-Plenary-2023-Annexe-28-Proposal-Aerobatic-Committee-Sporting-Code

Amended various rules within Section 7D.

See changes in the document.

It was requested to add a clarification of the acronyms.

Vote – 2/3 qualified majority

Yes: 32

Nay: 0

Abstention: 0

The proposals passed.

29 Proposals from the Safety Officers

- None received.

30 Proposals from the Software Working Group

- None received.

31 Proposals from the Records & Badges Officer

- **Multiple records**
CIVL-Plenary-2023-Annexe-31-Proposals-Badges&Records

To align Section 7D with the General Section.

Section 7D to read:

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 may be made for a record attempt, except that free distance and distance to a declared goal may be declared together. Where a declaration for a distance record has been made and the existing associated speed and/or free distance record is bettered in that flight no separate declaration is required.~~

Vote – 2/3 qualified majority

Yes: 32

Nay: 0

Abstention: 0

The proposal passed.

- **Junior records – Annexe31 B**
CIVL-Plenary-2023-Annexe-31-Proposals-Badges&Records

Junior Category to be added to the list of records in Section 7D.

Section 7D to read:

3.2.5. Classification of Records

Records listed in 3.2.1 and 3.2.3 may be claimed in the following categories:

- General category – The best performance achieved by a solo pilot.
- Multiplace category – For the best performance in this category, the age of each occupant other than the designated pilot-in-command shall not be less than 14 years. Only the pilot in command need to hold a FAI Sporting Licence but only holders of FAI Sporting Licences can be co-holders of a record.
- Female category – The best performance achieved by a solo woman.
- **Junior category – The best performance achieved by a Junior pilot as per S7 Common 2.2.2.**

Records listed in 3.2.2 may be claimed in the following categories:

- General category – The best performance achieved by a solo pilot.
- Female category – The best performance achieved by a solo woman.
- **Junior category – The best performance achieved by a Junior pilot as per S7 Common 2.2.2.**

Vote – 2/3 qualified majority

Yes: 30

Nay: 2

Abstention: 0

The proposal passed.

32 Proposals from the Jury & Steward Coordinator

- None received.

33 Proposals from National Airport Control (NAC)

SPAIN

- **Joint HG Class 1 and 5 championships. Maximum number of pilots**
CIVL-Plenary-2023-Annexe-33a-Proposal-Spain-HGClasses&Pilots

The proposal was withdrawn.

The Bureau committed that it will work on the matter.

- **Eligibility to compete in PG XC. WPRS**
CIVL-Plenary-2023-Annexe-33b-Proposal-Spain-PG-XC-Pilots-Eligibility

The proposal was not discussed in the Open meeting. Voting was delayed. The Bureau discussed and supported this proposal.

Increase eligibility criteria from Top 500 to Top 700.

Precise wording will be clarified post-plenary.

To be implemented in 2024.

Vote – 2/3 qualified majority

Yes: 30

Nay: 3

Abstention: 0

The proposal passed.

BRAZIL

- **Cat 2 Sanction Fees**
CIVL-Plenary-2023-Annexe-33c-Proposal-Brasil-Cat-2-Entry-Fees

To modify sanction fee credits when events are cancelled.

The proposal was withdrawn as Bureau proposal 23J covers the case.

ARGENTINA

- **Jurors in Pan American Championships**

CIVL-Plenary-2023-Annexe-33d-Proposal-Argentina-Jurors-in-PanAm-Cat 1

Proposal to lower the cost of FAI Officials.

The proposal was withdrawn.

The Bureau committed that it will work on the matter.

BULGARIA

- **XC Leading and Time Weighting**

CIVL-Plenary-2023-Annexe-33e-Proposal-Bulgaria-XC-Leading&Time-Weight

Revert the Distance Weight formula to:

$$DW = 0.9 - 1,665*GR + 1,713*GR*GR - 0.587*GR*GR*GR$$

Where GR is the Goal Ratio (No Of Pilots Made Goal / No Of Pilots Flying)

Define the term (or parameter) Leading-Time Ratio.

Change the Leading Weight formula to:

$$LW = (1 - DW) * LTR$$

Where LTR is the Leading-Time Ratio expressed in %. Range to be 10% to 45%.

Set the default value for Leading-Time Ratio to 26%

It would be useful to provide guidance for task setting, explaining the influence of parameter.

Vote – 2/3 qualified majority

Yes: 31

Nay: 0

Abstention: 0

The proposal passed.

- **XC Leading Time Ratio**

CIVL-Plenary-2023-Annexe-33f-Proposal-Bulgaria-XC-Leading-Time-Ratio v2

The Leading-Time Ratio (LTR) to become a customisable parameter for every task. MD to decide whether the default value (26%) of LTR is suitable for the task and if not – adjust it accordingly to the idea of the task (which one is more important – the speed or the leading). The LTR value must be between 10% and 40%. To allow experimentation in Cat 2 events, the value must be limited between 0% and 50% in the scoring software. The LTR value must be written on the task board.

It was noted that additional information should be provided to give a clear explanation of change to organisers in CIVL GAP.

It was agreed that AirScore should be modified to suit and the work is to be completed concurrently.

Vote – 2/3 qualified majority

Yes: 30

Nay: 0

Abstention: 1

The proposal passed.

- **XC Line as Task Sector**

CIVL-Plenary-2023-Annexe-33g-Proposal-Bulgaria-XC-Line-as-Task-Sector

Development for the optional use of a line instead of a circle/radius to define task sector boundaries. Concern was voiced about the way that this is implemented because it would be put into Section 7 before instrumentation manufacturers have designed their equipment to suit. It was noted that there is no deadline or implementation.

It was suggested that there should be an implementation date of January 1, 2025.

A new task board template will be designed accordingly.

Instrument manufacturers were concerned at the potential loss of wasted development costs if not included at a later date.

Vote – 2/3 qualified majority

Yes: 24

Nay: 7

Abstention: 0

The proposal passed.

SWITZERLAND

- **XC Scoring Software**

CIVL-Plenary-2023-Annexe-33h-Proposal-Switzerland-XC-Scoring-Software

AirScore as the official XC scoring software.

The proposal is withdrawn as commitments have been made by the Software Working Group.

HUNGARY

- **Records**

CIVL-Plenary-2023-Annexe-33i-Proposal-Hungary-Records

Proposal for a closed “triangle” record attempt can be started mid-leg not at one corner. This would be a new record type.

Vote – 2/3 qualified majority

Yes: 13

Nay: 9

Abstention: 8

The proposal failed.

FRANCE

- **Records**

CIVL-Plenary-2023-Annexe-33j-Proposal-France-Records

Section 7D to read:

1.5.5.2. Goal flight

A flight from a start point to a finish point specified in writing before take-off. **A mail containing this information shall be sent prior to take-off to a dedicated CIVL address.**

1.5.5.7. Speed flight

A flight timed for speed between a start point and a finish point, possibly around one or more turn points, specified in writing before take-off. **A mail containing this information shall be sent prior to take-off to a dedicated CIVL address.**

1.5.6.1. Declared Course

A course declared in advance (**prior to take-off**) in writing by the pilot (**or the official observer**) to a **dedicated CIVL address.**

Vote – 2/3 qualified majority

Yes: 33

Nay: 0

Abstention: 0

The proposal passed.

- **HG Class 2**

CIVL-Plenary-2023-Annexe-33k-Proposal-France-HG-Class-2

Section 7 Common to read:

1.4.2. Wheels and other Launch Aids

... Class 2 hang gliders fitted with an electrical auxiliary motor may be permitted by the organisers of **First and Second Category** events, provided it shall be used solely for launching the hang glider, in order to reach the

height and vicinity that an aerotow aircraft would typically release the pilot. Pilots must carry equipment that accurately verifies on the tracklog any usage of the motor...

Section 7A to read:

3.3.9 Re-Launch

HG – In aerotow championships, relaunches and priorities are defined in the Local Regulations.

HG Class 2 – In case of aerotow launch, relaunch are authorised and priorities are defined in the Local Regulations. In championships involving both aerotow and electrical auxiliary launch, aerotows are not permitted within the 15 minutes preceding the start window.

Section 7F to read:

10 Points Allocation

HG Class 2 – Arrival weight = 0

The 3 proposals were voted on simultaneously.

Vote – 2/3 qualified majority

Yes: 32

Nay: 0

Abstention: 1

The proposals passed.

SLOVENIA

- **Accuracy Various**

CIVL-Plenary-2023-Annexe-33I-Proposal-Slovenia-Variou-Accuracy-v2

The proposals were amended and approved by the PG Accuracy Committee.

See changes in the document.

It was noted that S7C para 8.1 also needs updating to reflect change in addition to LTF certification.

Vote – 2/3 qualified majority

Yes: 30

Nay: 0

Abstention: 3

The proposals passed.

BELGIUM

- **Cat 2 Pilots Selection**

CIVL-Plenary-2023-Annexe-33m-Proposal-Belgium-Cat-2-Pilots-Selection

Proposals to implement waiting list relegation deadline for Cat 2 events.

The Bureau recommended rejecting the proposal, committing that it will work on the matter.

Vote – 2/3 qualified majority

Yes: 0

Nay: 33

Abstention: 0

The proposal failed.

- **WPRS 2**

CIVL-Plenary-2023-Annexe-33n-Proposal-Belgium-WPRS

The Software Working Group recommended rejecting the proposal, committing that it will work on the matter.

Vote – 2/3 qualified majority

Yes: 0

Nay: 33

Abstention: 0

The proposal failed.

CZECH REPUBLIC

- **PGA Section 7C changes**
CIVL-Plenary-2023-Annexe-33o-Proposal-Czech-PGA-v2

The original proposals were amended and approved by the PG Accuracy Committee.
[See changes in the document.](#)

Vote – 2/3 qualified majority

Yes: 25

Nay: 0

Abstention: 8

The proposals passed.

34 Bids for Championships

2024 CHAMPIONSHIPS

- **Albania – European PG Accuracy**
CIVL-Plenary-2023-Annexe-34h-Bid-2024Euro-PG-Accuracy-Albania

Vote. Simple majority.

Agreed by general consent

The event is awarded to Albania.

- **Brazil – Pan-American PG XC**
CIVL-Plenary-2023-Annexe-34i-Bid-2024-PanAm-PG-XC-Brazil

Vote. Simple majority.

Agreed by general consent

The event is awarded to Brazil.

2025 HANG GLIDING CHAMPIONSHIPS

- **Italy – World HG Class Sport**
CIVL-Plenary-2023-Annexe-34b-Bid-2025-World-HG-Sport-Class-Italy

Vote. Simple majority.

Agreed by general consent

The event is awarded to Italy.

- **World HG Class 1 & 5 – Spain & Brazil**
CIVL-Plenary-2023-Annexe-34a-Bid-2025-World-HG-Class-1&5-Spain
CIVL-Plenary-2023-Annexe-34c-Bid-2025-World-HG-Class-1&5-Brazil

Vote. Simple majority.

Spain: 20

Brazil: 10

Abstention or spoiled: 3

The event is awarded to Spain.

2025 PARAGLIDING XC CHAMPIONSHIPS

- **Serbia – World PG XC**
CIVL-Plenary-2023-Annexe-34d-Bid-2025-World-PG-XC-Serbia

The bid was withdrawn.

- **Brazil – World PG XC**
CIVL-Plenary-2023-Annexe-34e-Bid-2025-World-PG-XC-Brazil

Vote. Simple majority.

Agreed by general consent

The event is awarded to Brazil.

2025 PARAGLIDING ACCURACY CHAMPIONSHIPS

- **World PG Accuracy – Kazakhstan & Turkey**

CIVL-Plenary-2023-Annexe-34f-Bid-2025-World-PG-Accuracy-Kazakhstan

CIVL-Plenary-2023-Annexe-34g-Bid-2025-World-PG-Accuracy-Turkey

Vote. Simple majority.

Kazakhstan: 12

Turkey: 20

Abstention: 0

The event is awarded to Turkey.

35 2023 Provisional budget

CIVL-Plenary-2023-Annexe-8-Financial-Report

Vote. Simple majority.

Yes: 33

Nay: 0

Abstention: 0

The budget is approved.

36 Nominations for Awards

HANG GLIDING AND PARAGLIDING DIPLOMA

- **Nomination Switzerland & Hungary**

CIVL-Plenary-2023-Annexe-36a-Nomination-HG&PG-Diploma-Switzerland

CIVL-Plenary-2023-Annexe-36c-Nominations-HG&PG-Diploma-and-Pepe-Lopes-from-Hungary

Vote.

Switzerland: 16

Hungary: 7

Abstention: 2

The Hang Gliding and Paragliding Diploma was awarded to Martin Scheel.

PEPE LOPES MEDAL

- **Nomination Hungary**

CIVL-Plenary-2023-Annexe-36c-Nominations-HG&PG-Diploma-and-Pepe-Lopes-from-Hungary

Vote. The plenary agrees unanimously that no secret vote is required.

Yes: 32

Nay: 1

Abstention: 0

Medal was awarded to Róbert Exner

FAI AIR SPORT MEDAL

CIVL-Plenary-2023-Annexe-33c-Proposal-Brasil-Cat-2-Entry-Fees

Medals to be awarded to 2022 Cat 1 organisers according to the corrected list.

Vote. Simple majority.

Yes: 33

Nay: 0

Abstention: 0

The medals were awarded to

- ALGA Sports Club for the 4th FAI Asian Paragliding Accuracy Championships, Taldykorgan, Kazakhstan
- Vinicius Matuk for the 5th FAI Pan American Paragliding Championships, Governador Valadares, Brazil
- Aero Club Lega Piloti and Volo Libero Monte Cucco ASD for the 21st FAI European Hang Gliding Class 1 Championship, Sigillo, Italy
- Association pour le Développement du Planeur Ultra -Léger (ADPUL) for the 21st FAI World Hang Gliding Class 2 Championship, Aspres-sur-Buëch, France
- Zeljko Ovuka and Goran Vuckovic for 16th FAI European Paragliding Championship , Niš – Pantelej, Serbia
- Paragliding club “Air Adrenaline Sibiu” for the 7th FAI Paragliding Accuracy European Championships, Sibiu, Romania

37 Venue of next Plenary meetings

CIVL-Plenary-2023-Annexe-37-Bid-2024-Plenary-South-Korea

To be in Mungyeong, South Korea, in late February or early March.

Vote. Simple majority

Yes: 30

Nay: 2

Abstention: 1

The venue is approved.

The dates will be adjusted so as not to conflict with the PWCA Super-Final.

Zeljko Ovuka presented a pre-bid from Montenegro: location, financial support.

This was favourably received albeit the final decision may be conditional on Montenegro becoming a FAI member.

This will be reviewed and voted upon at the next plenary.

38 Any Other Business

DISASTER PREPAREDNESS, ACCIDENT, RISK MANAGEMENT...

CIVL-Plenary-2023-Annexe-38-Safety-for-CIVL

Geoffrey W. McCarthy representative of the FAI Commission Internationale Medico Physiologique (CIMP) gave a presentation on disaster/emergency preparedness; risk assessment/management; safety plans; ensuring first aid equipment availability; assessment of staff capabilities; the need for briefings and critical incident debriefing; due process in small events...

IPPI CARDS

To an inquiry about a comprehensive definition of IPPI cards and the fact that sometimes the level of pilots is not the one that the Card shows, Stephane Malbos replied that abuses have been reported. There is going to be an IPPI review. The EHPU will be involved.

39 Nomination and election of Bureau members and Committee Chairs

Bureau

President

Bill Hughes

Vice-Presidents

Igor Eržen

Jamie Shelden

Zeljko Ovuka

	Goran Dimiskovski
	Cristiano Pereira
Secretary	Stef Malbos
Financial Secretary	Andy Cowley

Vote.

The candidates were elected by general consent.

Committee Chairs

Hang-Gliding XC	Jamie Shelden
Paragliding XC	Cristiano Pereira
Paragliding Accuracy	Martin Jovanoski and Kamil Konečný
Paragliding Aerobatic	Alexandra Grillmayer and Theo de Blic

Vote.

The candidates were elected by general consent.

Bill Hughes then introduced and welcomed the new Officers that the Bureau will formally appointed post-plenary

Communication	Elena Filonova
Environment	Thomas Senac
Hike and Fly	Thomas Senac
IT and Software	Igor Eržen
Juror & Stewards	Jamie Shelden
NACs Liaison	Zeljko Ovuka
Records	Igor Eržen
Safety	Fabio Loro

Igor Erzen was formally appointed CIVL First Vice-President by the post-plenary Bureau.

40 Closing remarks of the CIVL President

Bill thanked all the participants for their investment of time and effort in preparing for and participating in the Plenary. He thanked Stephane for his work over the past 8 years, and nominated him for the title of "President of Honour". This was approved by general consent by the Plenary.

He looks forward to working with everyone in the coming year.

List of Participants

Attended in person

1. Renis Tershana – Albania
2. Thomas Brandlehner – Austria
3. Elisabeth Egger – Austria
4. Thomas Milko – Brazil
5. Daniel Dimov - Bulgaria
6. Kamil Konečný - Czech Republic
7. Esa Alaraudanjoki — Finland
8. Thomas Senac - France
9. Julien Garcia - France
10. Alexandra Grillmayer — Hungary
11. Barbara Sonzogni — Italy
12. Fabio Loro — Italy
13. Yoshiki OKA — Japan
14. Igor Virshki — Kazakhstan
15. David Virshki - Kazakhstan
16. Goran Dimishkovski - North Macedonia

17. Martin Jovanoski - North Macedonia
18. Jon Erik Staurset – Norway
19. Jan Richard Hansen - Norway
20. Jędrzej Jaxa-Rozen - Poland
21. Cristiano Armando Barao Pereira - Portugal
22. Antonio Fernandes - Portugal
23. Joaquim António Rodrigues Lopes - Portugal
24. Paulo Martins - Portugal
25. Popa Valentin Ioan - Romania
26. Zeljko Ovuka - Serbia
27. Igor Eržen - Slovenia
28. Roman Pogacar - Slovenia
29. Jose Manuel Sanchez Garcia — Spain
30. Antonio Lope Morales Gonzalez – Spain
31. Daniel Gonzalez Rizo – Spain
32. Michael Sigel – Switzerland
33. Brett Janaway – United Kingdom
34. Gordon Rigg – United Kingdom
35. Bill Hughes – USA
36. Jamie Shelden – USA
37. David Monks – FAI President
38. Stephane Malbos – CIVL President
39. Andy Cowley – CIVL Secretary
40. Geoffrey McCarthy – FAI CIMP Delegate
41. Elena Filonova – CIVL Administrator and Competition Coordinator

Attended virtually

1. Eduardo Sanchez Granel – Argentina
2. Steve Blenkinsop - Australia
3. Nathanael Majoros – Belgium
4. Jialun Hou — China
5. Karolina Lietavcova — Czech Republic
6. Norton Igor Slovak – Czech Republic
7. Mark Shaw - EHPU
8. Markus Haggenev – FAI Secretary General
9. Juha Herrala – Finland
10. Regina Glas – Germany
11. Ho Nam Chiu – Hong Kong
12. Adel Honti – Hungary
13. Zsolt Ero – Hungary
14. Aldy Patanroi - Indonesia
15. Mohammad Razeghi - Iran
16. Akira Mutazono - Japan
17. Inese Subevica - Latvia
18. Mohammad Nurhaqimy - Malaysia
19. Bold Purevdelger – Mongolia
20. Sadeg Aljubran - Saudi Arabia
21. Dan Girdea Sweden
22. Veerayuth Didyasarin - Thailand
23. Burçin KARATAŞ - Turkey
24. Hakan Djuma Ergençoğlu - Turkey
25. Kamil Demirkan - Turkey
26. Umut Akcil - Turkey
27. John Stevenson - United Kingdom