



*Fédération
Aéronautique
Internationale*

Minutes
of the
CIVL Autumn Bureau Meeting
of the
FAI Hang Gliding & Paragliding Commission

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held in **Vršac, Serbia**
on **September 25th to 30th, 2017**

FAI Hang Gliding & Paragliding Commission (CIVL)
Minutes of the Bureau meeting,
Vršac, Serbia, September 25th to 30th, 2017

Attendees:

CIVL Bureau: Andy Cowley, Goran Dimiskovski, Igor Erzen, Stephane Malbos, Zeljko Ovuka, Jamie Shelden, Mitch Shipley

Committee Chairs: Present - Riikka Vilkuna. **Excused** - Claudio Cattaneo, Adrian Thomas

Administrator: Elena Filonova

1. REVIEW OF CHAMPIONSHIPS AND TEST EVENTS

Albania – May 5 to 14 – PG Accuracy World

Thailand – May 22 to 28 – PG Accuracy Test Asian-Oceanian

Italy – July 1 to 15 – PG XC World

Macedonia – July 9 to 15 – HG XC Test Euro

Portugal – July 22 to 29 – PG XC Test Euro

France – July 24 to August 6 – HG Class 2 World

Brazil – August 6 to 19 – HG Class 1 World

Indonesia – August 11 to 14 – XC Test Asian Games XC

Slovenia – September 20 to 24 – PG Accuracy Test Euro

Action: *All competitions were reviewed. Suggestions from Stewards on needed changes of rules and regulations were taken into account.*

2. CATEGORY 1 EVENTS ISSUES

2.1 Pilots switching nationalities

A significant number of pilots switched nationalities just before the HG Class 1 World. All cases were cleared by the concerned NAC Presidents, although FAI rules on residency might have not been respected.

Action: *The Bureau will inform FAI on the matter.*

2.2 Pilots with no online Sporting Licences

In the HG Class 1 World, there was poor control of the Sporting Licences. Received results included eight pilots that did not seem to have Sporting Licences. After further research, it was confirmed that 3 pilots did not have Sporting Licences.

Action: *The CIVL Bureau decided that the event will not be rescored with only pilots who have Sporting Licences, because the results have been published as official and because any modification to a single result will trickle down and effect all results. (See also item 4 of these minutes.)*

2.3 Defending champion rule

A defending champion is not taken into account as a team member during allocation.

Action: *This rule will be clarified with a Bureau's proposal to the next Plenary.*

2.4 Screening Committee

The current rules do not meet expectations.

The composition will be changed to 2 Bureau members and 1 Committee Chair and

their responsibilities reassessed

Action: *This will be clarified with a Bureau's proposal to the next Plenary.*

2.5 Anti-Doping controls

One pilot tested positive during the PG XC World.

Action: *The Bureau was informed on current development. No further action at this time.*

2.6 Top nations Entry Fees for Cat 1

The 3 top nations used to pay directly to FAI their Entry Fees, then FAI would send this money less the Sanction Fee to the organisers after the competition. The number of nations paying directly has been reduced to 1. This is not sufficient to cover the Sanction Fee and other deposits are potentially needed.

Action: *The number of nations will be raised to 2 or 3 after the situation is assessed by the CIVL Treasurer. This will be clarified with a Bureau proposal to the next Plenary.*

3. CATEGORY 2 EVENTS ISSUES

3.1 Turkey

Wrong competition results have been received and ranked.

The NAC was not responding to our requests for explanations. The NAC is now responding.

Evaluation of this situation is in progress.

Action: *Action will be assessed when the NAC response is received.*

3.2 Korea

The NAC requested that some competition results be cancelled or adjusted because the organisers had not respected the FAI Sporting Licences rule.

Action: *The Bureau will confirm its refusal (see item 4).*

3.3 Philippines

The NAC protested that in one Indonesian Cat 2 competition some Philippine pilots with no FAI Sporting Licence were accepted and scored. The Bureau confirmed its opinion that it is a NAC matter in which it cannot interfere (see item 4).

Action: *The Bureau will inform the NAC of its position.*

3.4 France

The Meet Director of the French HG National, Erick Angles, stated to the CIVL Competition Coordinator that the National Championship was cancelled and that the competition should disappear from the FAI calendar. He did so without the consent of the French Federation. The competition had in fact never been cancelled and the MD had just been fired from it.

Action: *The Bureau suspends the concerned MD for 12 months from competition organization, starting on October 1, 2017. He will not be allowed to be in the organisation of any FAI events during this time. The French Federation will be informed.*

3.5 Russia

Some competition application forms for Cat 2 status were received without the proper NAC approval.

Action: *The situation has been fixed in agreement with the Russian NAC.*

3.6 Competitions in countries with no NAC

Action: After exchanges with FAI head Office and CASI, it is agreed that a NAC can allow an organiser to run a competition in a country that has no NAC if the relevant administration of the host country is made aware and agrees.

4. SPORTING LICENCES

4.1 FAI Sporting Licences verification

FAI Sporting Code General Section states that only competitors with online FAI Sporting Licence can take part in FAI sanctioned Cat 1 or Cat 2 competitions. The CIVL Bureau underlines the difficulty in enforcing this rule without an efficient tool.

Action: The CIVL Bureau requests the FAI to address the issue ASAP. The CIVL Bureau considers that a good solution would be to build an automated registration system that automatically checks the Sporting Licences and answers the other needs of all Commissions.

4.1 FAI Sporting Licences in Cat 2 events

The Bureau confirmed the CIVL understanding that CIVL with NACs control Cat 1 and that NACs only, not the CIVL, control Cat 2 events. Controls have to be completed well before the competitions start, not after they are finished, so that pilots without Sporting Licence have a chance to apply and comply.

Current CIVL policy is that once results are received from organisers or NACs, all listed pilots are ranked in its ranking system (WPRS), even if some of them do not have Sporting Licences. The CIVL will refuse a NAC's request to cancel or re-score competitions in the WPRS because some pilots did not have Sporting Licence.

Information: NACs may request Cat 2 results to be processed through them, but no decision should be applied retroactively.

The CIVL reserves its right to score in the ranking system non-Cat 2 events (as it has done in the past with Plenary approval, as some other FAI Commissions are doing) on a case to case base. Rules will be clarified

Action: Section 7 has to be clarified with a Bureau proposal to the next Plenary.

5. SPECIAL EVENTS

5.1 Asian Games

In the PG Accuracy, a test event will be run early in 2018 and the situation will then be evaluated.

In XC, the site can offer only very short elapsed time tasks in a very small area. This has nothing in common with our usual Cat 1 events. It is thought, nevertheless, that a somehow meaningful competition can take part there if the organisers follow the Technical Delegate recommendations.

The proposed AG rules for Accuracy and XC are not completely satisfactory and **must be revised**.

The team sizes as defined are **considered unfair, and maybe unsafe**.

The Asian Games Technical Delegate, Zeljko Ovuka (also a member of the CIVL Bureau), will review and approve them, as requested by the competition regulation, if his remarks are accepted.

If the organisers and FAI request that the Asian Games should have a Cat 1 status, and if the above conditions are met, the CIVL will agree.

5.2 Olympic Games

Paris 2024 might be interested by the inclusion of an airsport as an additional event.

Many parties will be involved in the decision: Olympic Committees, FAI, French Federations... If needed, the CIVL will answer all requests. **We are ready to respond.**

5.3 Air Games Tour

The CIVL Bureau confirms the analysis sent to FAI in mid-September: the concept is not adapted to our disciplines (national teams); none of the Committees and Bureau members feels this is a project that the CIVL should take on at this point.

Information: *If the concept changes, we will study the new project with an open mind.*

5.4 A PG World Championship for people with handicaps

The CIVL has been approached by the Coupe Icare organisers.

The CIVL Bureau believes that such project should have a bottom to top approach, not a top to bottom. In other words, CIVL will not support a World championship unless successful Cat 2 events have been organised and the interest in the format is proved.

Action: *The Coupe Icare organisers will be informed.*

6. SAFETY

6.1 Safety Officer report: Mitch Shipley reported.

Pilot Safety Forms were widely used at the HG XC World and proved very effective to learn about and deal with safety issues that pilots had encountered. An effective and fair way to encourage the use of the forms was to not post a pilot's score (no penalty) until he or his team leader provided the safety form input. (The Pilot Safety Forms were not at all used at the PG XC World events.)

The Section 7 requirement to follow all the guidelines for casualties is inappropriate for all casualties.

Action: *Add the approach of not scoring a pilot until their safety form input is received to the Local Regulation template. Section 7 requirements that make mandatory the FAI 'guidelines in the event on casualties...' will be modified so the guidelines stay guidelines.*

7. HANG GLIDING & PARAGLIDING

7.1 Live-tracking

The Bureau agreed that a fleet of live-trackers should be bought and used in the coming 2018-2020 Cat 1 events. There will be no charge for the use of the CIVL live-trackers in Cat 1 events.

It will be mandatory for organisers to use them according to the CIVL criteria (to be defined).

If the organisers cannot ensure at the test event that the criteria will be followed, the CIVL will provide a live-tracker operator at the event and will charge the organisers.

The CIVL Live trackers will be available for the Asian Games if a competent operator is found.

Action: *The project and the equipment required need further defining, but the principles are adopted. A formal project will be presented to FAI, along with expenses approval form.*

7.2 Live-scoring

The Bureau supports the idea that live-scoring should be available at all times and especially at the end of the tasks. However, results would be considered as 'in progress' until confirmed.

Action: *The PG XC Pan-American could be a good place to try it.*

7.3 Airspace penalties

In the Brazil HG Worlds 2017, the following penalty was enforced successfully: 'Between 70 and zero metres outside the prohibited airspace: Linear from zero to ten percent of pilot's points. Between zero to 30 metres inside the prohibited airspace: Linear from ten to 100 percent of pilot's points.'

This could become a permanent option.

Action: *This will be clarified with a Bureau proposal to the next Plenary.*

7.4 Approved instrument requirements and procedures

The Working Group defined draft requirements and procedures that have been circulated to instrument manufacturers for comment. From that input a list of accepted instruments will then be published. The project still needs to be finalised.

Action: *Mitch Shipley to follow up.*

7.5 FAI Sphere vs WGS84 ellipsoid

Problems are increasing with the scoring of Cat 1 meets due to the use of large turnpoint radii and FAI sphere distance calculations. A meeting with manufacturers will take place just before the CIVL Plenary on Friday February 2, 2018, 18h00, in Sanjotec, Centro Empresarial e Tecnológico, R. de Fundões 151, 3700-121 São João da Madeira, Portugal. Perspectives and deadlines for shifting to WGS84 ellipsoid distance calculations will be discussed.

Action: *Igor Erzen and Mitch Shipley to follow up.*

7.6 Turnpoint tolerances, leading points and other scoring issues

The current way of doing things is not satisfactory. Proposals for changes should be studied carefully, agreed by knowledgeable people before they are proposed and approved by the plenary. These should be followed up and tested before they are enforced in Cat 1 events.

Action: *Igor Erzen and Mitch Shipley are tasked to study and enforce new procedures.*

8. HANG GLIDING CROSS COUNTRY

8.1 Brazil Women's World

Trying to organise a separate Women championship at the same time as a regular one did not work. Lessons have been learned.

Information: *Two options remain: separate specific championships and championships included in the main event as PG XC does.*

8.2 Task quality

A decision of the hang-gliding Committee on task quality that was approved by the Plenary has not yet been implemented.

Action: *Jamie Shelden to follow up.*

8.3 Live-tracking delay

Information: *The Bureau supports the idea that no delay should be enforced in the*

publication of tracks in Cat 1 HG events except for those due to unavoidable technical issues.

9. PARAGLIDING CROSS COUNTRY

9.1 CCC certification: 2019 requirements

The bureau reviewed the progress and effects of the current CCC requirement development and implementation and believes it is time to consider some changes. Several years ago the CCC document grew out of a safety and risk management need with our highest level competition paragliders.

The approach was to have a working group develop very detailed list of criteria (i.e. wing dimensions to control aspect ratio, maximum speed system travel, etc.) that would then be discussed and approved by the delegates at the plenary meeting each year. While this approach proved effective at dealing with the immediate safety issues with the gliders, it required the plenary meetings to evaluate a technical and complicated requirements document that there was neither time nor the technical expertise among the attendees to deal with. This approach also risked these detailed technical requirements to be changed in the meeting with unintended consequences. Some detailed technical requirements also proved to be not satisfying and were changed after the Plenary's vote.

The Bureau believes it is time for more of an upper-level management approach where we develop a document that specifies high level design performance criteria with boundary conditions (i.e. speed range, weight range, required flight testing) rather than detailed dimensional requirements. The Bureau believes this approach will allow a more stable innovation environment within which manufacturers can continue to improve our competition gliders without the risk of requirements to change at the plenary after development has begun, while also maintaining control over the in flight safety performance of our competition gliders.

We will be encouraging a proposal of such a high level design document for consideration at the next plenary meeting.

Action: *Adrian Thomas, Goran Dimiskovski and Stephane Malbos to follow up. Manufacturers will be met. All will be informed and allowed to comment.*

The Bureau will forward to the 2018 plenary a proposal on those principles.

A technical Working Group will define the precise requirements.

The Bureau will make sure that the agreed principles are respected.

New requirements and deadlines will be published at the latest during the summer of 2018.

9.2 Crowding and cloud flying before start

This is being discussed in the PG Committee. Some Bureau members disagree with what is proposed (maximum altitude at the start gate).

Action: *They will explain their position to the Committee.*

9.3 Championships per weight iso championships Men/Women

The idea is pushed now and then.

Information: *For the Bureau, this is a no-go.*

9.4 Ballast

The current rule was suspended for the PG XC World and replaced by what is in use in the World Cup.

Action: *This new rule will be clarified with a Bureau proposal to the next Plenary.*

10. PARAGLIDING ACCURACY

10.1 Cat 1

The PG Accuracy World Championship in Albania was a turning point in the organising of a Cat 1 event in terms of the bid processing, entries, registration, maximum of pilot allowed, team size, tied results, etc. As a result, a long list of changes and adjustments is being processed by the Committee.

Information: *The Bureau was informed and agrees on the global policy being developed.*

10.2 Cat 2

Many organizers cannot meet current Cat 2 rules in Accuracy.

Information: *Cat 2 rules have to be reassessed. It was considered that two kinds of Cat 2 should be defined: one with minimum rules, one with more complete rules allowing records to be broken.*

10.3 Electronic Target

To ensure quality and consistency of scoring at Cat 1 events, a set of automatic measuring and scoring equipment complete with two scoring pads will be bought to be used in Cat 1 and test events. There will be no charge for the use of these CIVL targets. It will be mandatory for organisers to use them according to CIVL criteria (to be defined).

The CIVL Target will be available for the Asian Games if a competent operator is found.

Action: *The project and the equipment required need further defining, but the principles are adopted. A formal project will be presented to FAI, along with expenses approval form.*

10.4 Judges' training

The Bureau supports the principle of systematic Judges' training seminars before international test events and events.

Action: *The CIVL will primarily concentrate on Cat 1 and test events Judges's training but supports the NAC with training material for their national Judges.*

Cat 1 and test events Judges' training will be financed by the CIVL on the condition that an application to the IOC / ARISF development programme will be processed.

10.5 Certified equipment

Gliders, harnesses and helmets have to be certified.

All involved (organisers, officials, pilots, team leaders...) will be reminded that modifying certified equipment is not allowed and can be penalised.

Action: *Scrutineering will be reintroduced. The role of the Safety Director will be reassessed.*

11. PARAGLIDING AEROBATICS

Claudio Cattaneo's report was reviewed.

Action: *Judges' training will be financed by the CIVL on the condition that an application to the IOC / ARISF development programme will be processed.*

12. DATABASE FOR JUDGES AND CIVL OFFICIALS

FAI has been contacted and has agreed on the principle.

It could be a unified database: cross disciplines and cross responsibilities.

Action: Bureau will push again the idea of specific FAI ID for Officials

13. INTERNATIONAL INSURANCE FOR PILOTS AND OFFICIALS

In many countries pilots have difficulties getting personal insurance when competing. None of the CIVL Officials have FAI personal insurance when travelling on FAI missions.

Action: The FAI will be contacted to help find solutions for the CIVL and other commissions.

14. COMMUNICATION

14.1 Website

Elena Filonova reported on the current situation of the new FAI website, not yet published.

Progress is slow and we still don't know if our requests will be met.

14.2 Facebook

Elena Filonova reported on her work. Achievements in the last 6 months were: 2652 page subscribers.

215 posts.

Reach: 1 136 763 users / 35 163 likes.

Best post: 373 000 users / 16 800 likes.

Average post (except best): 3000+ users / 85 likes.

CIVL officers' interviews: 9000+ users / 50 likes.

Action: The Bureau agreed that the work should continue.

14.3 A new logo for CIVL

A first project was drawn by Elena. More work to be done.

Action: FAI will be approached to find out what is acceptable (design and colours).

15. PLENARIES

15.1 Porto, 2018

Action: The Bureau agreed to help finance the meeting with 1,000€.

15.2 Lausanne, 2019

The CIVL Plenary is supposed to meet in Lausanne every three years. The Bureau does not like this obligation, as Lausanne is very expensive for all.

Action: The CIVL has started lobbying the FAI so this rule is modified. It has the support of some other Commissions.

16. CIVL UNIFORM

It is intended to make CIVL Officials more visible in competitions and venues.

Hats and jackets were bought in 2017 for Bureau members, stewards and jurors.

Action: In 2018, jurors and leading personnel that don't have any will get some.

CIVL could also provide t-shirts for all, but the choice of design and fabrication and the logistic to deliver them are still pending.

17. FINANCES

Andrew Cowley reported on the current budget. Understanding the different FAI documentation format is challenging.

Action: Andrew Cowley will travel to FAI HQ to meet Cosette Mast to get clarification of FAI requirements and then provide a more understandable version of accounts for CIVL's appraisal.

18. JURY AND STEWARDS

18.1 Stipend

Action: The Bureau will propose to the plenary a significant raise of the steward's stipend to reflect the amount and importance of the work undertaken.

18.2 Stewards and Jurors in 2018 championships and test events.

Action: The list of potential stewards and jurors was reviewed and agreed. Stewards and jurors for 2018 events have been assigned, but we are waiting for some confirmation. The list will be published later.

19. NEXT AUTUMN BUREAU MEETING

Action: It will be in Slovenia from September 24 to 29, 2018, just after the Kobarid European PG Accuracy championship. Exact location to be determined.