



**FAI Hang Gliding and Paragliding Commission (CIVL)
Report to the 113th FAI General Conference
Lausanne, 5-6 December 2019**

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1. Important activities, projects or events since last FAI General Conference:

In 2018, we had 302 Second Category events and 6 championships:

- 3rd FAI Pan-American Paragliding Championships – Baixo Guandu, Brazil
- 8th FAI World Hang Gliding Class 5 Championships – Krushevo, North Macedonia
- 20th FAI European Hang Gliding Class 1 Championships – Krushevo, North Macedonia
- 15th FAI European Paragliding Championships – Montalegre, Portugal
- 1st FAI Asian-Oceanic Paragliding Accuracy Championships – Saraburi, Thailand
- 6th FAI European Paragliding Accuracy Championships – Kobarid, Slovenia

We also ran 3 test events for the:

- 22nd FAI World Hang Gliding Class 1 – Friuli-Venezia-Giulia, Italy
- 16th FAI World Paragliding – Krushevo, North Macedonia
- 10th FAI World Paragliding Accuracy – Vrsac, Serbia

To be noticed:

- In Cross-Country, CIVL-bought fleet of live-trackers is being used and appreciated in First Category events and in their test events.
- In Accuracy, CIVL-bought Automatic Measuring Device and live-scoring system are also being used and appreciated in First Category events and in their test events. Six training seminars for judges were organised in Kazakhstan, UK, Russia, Romania, Turkey and South Korea.
- In Aerobatic, a very successful training seminar for judges was organised in Spain.
- We are developing, in partnership with the Paragliding World Cup, a PWC Asian Tour whose aim is to find and train local competition organisers so they can reach top-level standard. Over 3 years, we should have 10 or so competitions in different countries, ran by the best PWC organisers available with local organisers being trained before and during the event. CIVL and FAI are bringing political and administrative support.

We had our Plenary in Lausanne: 26 countries present or represented; 40+ delegates and assistants. The Bureau and Committee Chairs were elected unopposed, which we analyse as a sign of trust and satisfaction.

CIVL created its own certification program for paragliders, CIVL Competition Class (CCC) in 2014. CCC requirements are adjusted every other year. Issues were raised

st before the 2019 World Championships. We need to reassess the certification process and the availability of gliders before First Category events.

CIVL hired Administrator is working very efficiently so we gave her a big raise ☐

The joint FAI/Noosphere/CIAM/CIVL IT project on competition applications for Cat 2 status and publication on the FAI calendar is finalised and the software is being used.

CIVL is now working with Noosphere on a Cat 2 competition management system project, from registration to publication and ranking of results and everything in between. CIVL will invest heavily in it and we hope it will be an efficient tool that can be used even by the most modest organisers.

2. Positive and negative results:

Positive

Cat 1 and Cat 2 events still going strong. First Category Events quality.

Strong world ranking system in all disciplines (12,000 or so pilots).

Use of live-trackers for cross-country and Automatic Measuring Device for Accuracy.

Development of software.

Stability in Bureau and Committees.

Negative

CIVL had to suspend an Estonian pilot for unsporting behaviour against an official. CIVL also complained against the President of the Estonian NAC. Both processes were quite awful to go through.

3. Main problems encountered and solutions adopted:

Hopefully, the new software that we are working on will allow us to control the management of our many events. Right now, most of them are managed by a private company that charges quite a lot and that has grown so strong that it has become the reference for most of our competitions iso FAI/CIVL as it should be.

Still some difficulties to get competitions sanctioned and Sporting Licences delivered in some countries. FAI is of assistance in solving sometimes long-standing issues.

World Air Games: CIVL is required to commit to the equivalent of 4 World championships. We committed to find organisers, but we may succeed only when we know more precisely the financial conditions for the hired people – local or non-local – who will run the event.

One of our officials had a very bad accident in Kazakhstan, between two missions for CIVL. She had problems getting her insurance to cover her expenses. FAI helped a lot,

but this showed the urgency to find a proper coverage for our volunteers when they go abroad at the service of FAI. FAI HO is working on the matter.

4. Planned activities and projects for next year:

Business as usual.

5. Proposals – if any – to FAI Executive Board, FAI Head Office or for the next General Conference:

None others than current issues being discussed.

6. Free reporting:

One-FAI

We were writing a year ago:

"The "One-FAI" project is addressing most of the issues that CIVL has raised in recent times: objectives and aims of FAI ..., decision process where ASC actions and projects are concerned. We are ready to work hard on this project and find long-term solutions to build a better FAI."

CIVL wish to state our concerns that nothing significant appears to have been achieved, with no progress in more than a year. From this commission's perspective, it seems the 'One-FAI' is dead.

FAI Finances

CIVL is extremely worried about the rapid degradation of FAI finances, the mounting costs and the reduced reserves. We believe that 'taxing' First Category Events to address such deficits will be a historical and strategical error.

To date, ASCs have been left alone to raise and save money and then spend those funds as appropriate in order to maintain and develop their own airports. This practice has served the FAI well. Currently, ASCs successfully deliver 700 or so spotless competitions each year.

When one bears in mind the enormous amount of voluntary work undertaken by ASCs supporting their events, the proposal that the FAI intends to impose additional charges would convey a very strange message to competitors and organisers alike: especially

when comparing Head Office involvement relative to the efforts and time expended by those volunteers.

Surely, the FAI's ultimate aim is to serve airsport? We forewarn that the proposals from the EB will endanger the whole volunteer scheme upon which the ASCs and our events are built.

Kosovo

When FAI accepted Kosovo as a Member, we believe this was an error now with consequences. The development and growth of our sport among many nations is at grave risk.

IOC states that sport is above politics and we know that the FAI wishes to uphold that logic. However CIVL believes that accepting Kosovo has actually encouraged the introduction of politics in airsports, now deliberately being used for nationalistic ends. As a result, CIVL disciplines are suffering.

This year, CIVL was confronted with a major problem when Kosovo formally complained that they had not been accepted to participate in a World Championship event in Serbia, a country Kosovo is almost at war with. The FAI required CIVL to advise the organisers, three days before its opening ceremony, that the World Championship should be cancelled. By the phenomenal efforts of the organisers and sheer good fortune, a last-minute solution was found.

This might be just the beginning. Next year, CIVL will have two European championships in nations that do not recognise Kosovo. Ninety-three out of 193 United Nations members do not recognise Kosovo. As per the IOC rules, any country that does not accept Kosovo athletes should be banned from organising FAI events, First and Second category alike. This situation is not sustainable.

CIVL hereby requests the FAI find a long-term solution ensuring that political manoeuvrings are removed from FAI events, and provide clear direction that supports both the development of the sport and our few dedicated top-level competition organisers.