



CIVL 2016 PLENARY – ANNEX 24A

BUREAU PROPOSAL ON SPORTING LICENCES

These proposals are currently being discussed with other FAI Commissions and National Aero Clubs (NAC) with FAI Air Sport General Commission (CASI). CIVL Bureau may change its proposals according to how the discussion evolves. CIVL Bureau requests from the Plenary the power to amend its proposals as needed.

If voted by the Plenary, these proposals will be pushed to CASI, the only body that have the power to change the General Section of the Sporting Code.

Comment

Air Sport Commissions differs a lot in their history and culture and in the way they work. If all ASC organize First Category Events, some have no Second Category Events (Rotorcraft, General Aviation), some have a very few (Microlight, Ballooning, Parachuting...), some have a lot (Aeromodelling, Hang Gliding and Paragliding). Hence the rules of the General Section of our Sporting Code concerning Second Category Events, specially in relation with the Sporting Licences, have a very different impact if you are a pilot or an organiser from one ASC or from another.

In 2014, CIVL ran 383 Second Category Events.

Within FAI, Second Category Events are the life and blood of our sport. Without them, our sport is dead, CIVL is dead. This is just the way our sport is known, the way it works, the way it grows. So encouraging organizers to organize Second Category Events and pilots to fly in them is one of our top priorities. For this, pilots must have access to Sporting Licenses as freely as possible. Reality shows that in some country Sporting Licenses are very difficult to get. Reality also shows that for years CIVL has been accepting in its Second Category Events pilots without Sporting License.

Since its very creation 40 years ago, CIVL has worked on its pilot proficiency and badges programs.

CIVL believes – as stated in its rules – that its badges program is here not only as a “standard of achievement” but also to “encourage the development of a pilot’s flying skill, particularly in cross-country flying”. CIVL believes that its badges program need to be as easy to access as possible and restrained by the less formalities possible, specially for beginners for which badges might be the opening door to high level competition.

The 2016 General Section of the Sporting Code states...

3.1.2 – The holder of a Sporting License acknowledges that he knows and understands the FAI Sporting Code and commits himself to abide by it.

3.1.2 - Only holders of a valid FAI Sporting Licence are permitted to participate in FAI sporting events.

3.1.1 Only FAI members holding FAI sporting powers have the right to issue FAI Sporting Licences.

3.1.3.4 An NAC may refuse to issue a Sporting Licence.

3.1.6 A Sporting Licence may be withdrawn by... the NAC that issued it.

NACs’ policy regarding Sporting Licences differs widely:

- Some give them away for free, some charge administrative fees, some charge quite high fees, some attach to the Sporting License mandatory insurances and charge for them...

- Some issue Sporting Licenses to any pilot that ask, some give them sparsely and only to people they like, some use them to control the associations, some to finance there own

purposes...

Air sports men and women of the world are certainly not treated equally in consideration to Sporting Licence access, which question the fairness of our competitions and programs when Sporting Licenses are mandatory.

CIVL underlines that:

- FAI Sporting Licences are in no way related to any qualification for flying any kind of aircraft. They are just here to certify that the holder understand the rules and will abide by them.
- The term "Licence" is misleading as it seems to imply a relation to a level of flying qualification.
- Understanding the rules and abiding by them cannot need or imply any kind of mandatory insurance. Such insurance should be attached to national licences, not to FAI Sporting Licences.
- Sporting Licenses are registered and checked in FAI database. Physical paper licenses are not necessary anymore. Issuing a licence is a matter of a few clicks, the administrative cost is very low.
- FAI Statutes defines FAI aims and objectives as follow: "To bring together the air sports men and women of the world in international competition." Restricting access to Sporting Licenses (through high price or careful selection) when they are mandatory in any FAI events, record attempts and badge flights, is going against FAI aims and objectives.

Proposals to the Air Sport General Commission (CASI)

In order to fulfil FAI aims and encourage international competition, CIVL is proposing the following changes to the General Section of the Sporting Code...

1 – The term "Sporting Licence" is substituted by the term "Sporting Card".

2 – Air sports men and women of the world must have equal access to Sporting Cards. Refusal to deliver a Sporting Card or withdrawal of a Sporting Card must be explained in writing and a copy in English sent to FAI.

3 – Sporting Cards shall be issued at a reasonable price. An administrative fee may be charged. Such fee cannot exceed what FAI charges for the Sporting Card it delivers. In 2015, this fee is 20 CHF.

4 – Supplementary cost may be charged by NAC when the Sporting Card are delivered, but such extra cost must be explained in writing and a copy in English sent to FAI.

5 – Sporting Cards are mandatory in First Category Events and record attempts. Sporting Cards are not mandatory in badges flights and in Second Category Events if the concerned ASC decides so.

6 – FAI request that Stewards, Jurors and Judges know and understand the FAI Sporting Code and commits themselves to abide by it. Stewards, Jurors and Judges acknowledge FAI's request by holding an International Officials Card.

ASC are sole responsible for issuing International Officials Cards. Such Cards are issued free of charge.

International Officials Card are mandatory in First Category Events for Stewards, Jurors and Judges.