



2013 CIVL PLENARY – ANNEX 3 PARAGLIDING OPEN MEETING REPORT

SM: Welcome to invited participants and specially, Luc Armant, representing PMA, David Dagault, member of Competition Structures WG and Alain Zoller, test pilot for Air Turquoise. This is an open meeting, not a SC meeting. It is for discussion and information. The SC may meet later in order to agree any amendments that are suggested.

1. Creation of a new Competition Class

The new Competition Class Regulation ([Annex 19a and b](#)) is based on PMA recommendations ([Annex 19c](#)). A historical background is provided ([Annex 19d](#)).

Discussion:

Extensive discussion introduced by speeches by SM, KT, LA, DD and AZ, before the floor was given to other participants.

Proposals stays as they are in Annex 19a and b, with the following amendments from the PG-SC:

Amendement 1

PG –SC proposals (Annex 19a)

In S7b, 12.1.2 is removed from the proposal.

Amendement 2

Competition Class Regulation (Annex 19b)

Is added:

1.4 Test Flights

A video (not to be made public without the manufacturer's permission) is to be produced and made available to CIVL. The following manoeuvres must be demonstrated. The reaction of the glider must be within EN-D-norm, but pilot input is allowed.

- Steeply banked turn (spiral dive).
- Symmetric front collapse.
- Exiting deep stall (parachutal stall).
- Recovery from a developed full stall.
- Asymmetric collapse (not like EN-D: Only 50% of the trailing edge / 45°)
- Change of course after collapse.
- Quick height descent possibility in straight flight.

Amendement 3

PG-SC addition to its recommendations (Annex 19a)

- CIVL will set up a working group in order to develop and implement through EN WG6, a new EN class standard that merges the PG SC technical limitations with new and appropriate test procedures to create a new competition paraglider class.
- To bring stability to the sport, no modification to S7b 12.1 and 12.1.1 will be done until the 2015 CIVL Plenary.

Proposal requires 2/3 majority vote to pass

2. End of Speed Section.

This point has been debated in other discussions and deferred to the Software Working Group.

After discussion in the Software Working Group, the proposal remains as it is.

Proposal:

S7b is modified as follow.

1.6.13.10 Finish altitude

The altitude at which the glider crosses the finish line or enters the finish sector or cylinder respectively.

2.28.6 Goal altitude time bonus

In order to avoid pilots flying at dangerously high speeds in the final glide and instead encourage pilots to arrive higher at goal (for safety), a time bonus will be awarded to pilots, based on the altitude above the task-defined goal altitude at the point where they cross the goal line (if a line is used) or enter the goal cylinder or sector (if these are used). The time bonus will be the number of seconds to be subtracted from the pilot's time. The number of seconds to be subtracted shall be calculated equal to 0.45seconds per meter of altitude above the defined goal altitude.

This will be implemented in Category 1 events from May 1st, 2013 unless, in the judgment of the Meet Director, technical issues are present which make it impossible to implement in a fair way.

This will be implemented without restriction in Category 1 events from January 1st, 2014.

The default altitude reference and earth model will be defined in the Local Regulations.

Proposal requires 2/3 majority vote to pass

3. Second reserve

The Paragliding Subcommittee supports the Bureau decision to make the use of a second reserve parachute mandatory, starting May the 1st, 2014 ([Annex 19e](#)).

Comments/Remarks:

Discussions centred around difficulties of deploying reserves and testing deployability and whether it will truly improve safety.

SM: The SC discuss ed this before, does not want to change its proposal.

Proposal requires 2/3 majority vote to pass

A correction (not an amendment) is needed in this proposal: either iso both.

From May 1st, 2014, all pilots must carry this reserve parachute plus one more. The latter must be deployable with the opposite hand compared to the main reserve or, even better, with ~~both~~ either hand.

4. Pilot Experience Declaration form

Proposal:

- S7 Annex A to chapter 7 is modified as follow (see [Annex 19f](#)).

Proposal requires 2/3 majority vote to pass

Recommendation:

The Paragliding Subcommittee, in liaison with the Safety Subcommittee and the Training Officer, will study the implementation of a new "Competition" level in the ParaPro program (stage 6). The description of this new level will be ready for the 2014 CIVL Plenary. It will be then proposed to make it mandatory for 2015 through the IPPI Card scheme, or its equivalent for countries that do not recognize the IPPI Card.

Comments/Remarks:

It is reminded that in 2013 and 2014 only the filling and signing of the Pilot Experience Declaration by the pilot is mandatory, and that it is not used for qualification purpose. Some major work needs to be done to extend IPPI to cover tandem, towing etc, but for now concentrating on Competition pilots. A specific working group could be implemented.

The PG-SC agreed to amend the original proposal as follows:

To be added at the end:

... through the IPPI Card scheme, or its equivalent for countries that do not recognize the IPPI Card, or any other relevant scheme.

Recommendation requires simple majority vote to pass

5. Photo / Signature requirements

All paragliders being EN certified, the photo/signature requirements are considered as unnecessary.

Proposal:

Section 7b 12.1.1.4 is removed. Following article is renumbered accordingly.

Comments/Remarks:

There was significant opposition to this proposal.

Removing this rule, removes the requirement, which was originally part of a package of actions to improve safety. No obvious cheating was witnessed. Suggested amendment to proposal to register the serial number only.

PG SC confirmed that the aim of the proposal is to reduce bureaucracy, not to lower the need for safety. The PG SC will leave its proposal as it is.

Proposal requires 2/3 majority vote to pass

6. Assisting injured pilot

Section 7b 5.4.1 should be rewritten (in line with S7a for hang gliders) to reflect that a pilot can help an injured pilot without landing (for instance, circling over him until the rescue team arrives).

Proposal:

S7b 5.4.1. is modified as follow:

Assisting a pilot in danger – A competitor who lands or limits his flight specifically to help an injured pilot must not be disadvantaged by this action... (the rest without change)

Comments/remarks:

No disagreement.

Proposal requires 2/3 majority vote to pass

7. Software adjustments

- i) Speed rank used to calculate time validity.
- ii) Stopped task general procedure.
- iii) Stopped task validity.
- iv) Distance point.
- v) Nominal launch.
- vi) No pilot in goal.
- vii) Arrival points.
- viii) Leading points.
- ix) Parameters to be set by organizers.
- x) GPS distance measurements.
- xi) GPS altitude measurements.

Comments/Remarks: None

These items to be discussed in the Software Working Group meeting.

8. Recommendations n°1 to 4 of the Competition Structure Working Group (Annex 20).

SM: Explained the outline brief and working progress of the WG. There was much discussion in the group, but overall conclusions were that none of these proposals are recommended at this time.

Comments/Remarks:

UD: Once the glider issue is sorted, we should come back to these issues to promote more interest in competitions. More championships and task styles could be good.

SM: It was a worthwhile effort, and we can do review it again later.

AG: We are also looking at other ways to promote our competitions to the public and the flying community. Live Tracking is an obvious step. We will be working with FAME to encourage media/spectator friendly events.

Recommendations requires simple majority vote to pass

9. Review of the 14th FAI PG World bid from Colombia (Annex 32).

The Paragliding Subcommittee (PG-SC) is in favour of the AirNomads / Federacion Colombiana Deportes Aeros' bid for the 14th FAI Paragliding World Championships in Roldanillo, Colombia.

The bid was studied extensively. Some PG-SC members were present during the recent PWCA final there. The PG-SC would like to comment on the following points :

- Insurance: the additional insurance should be mandatory and if possible included in the entry fee. What it covers and for how long should be stated explicitly.
- Cloud flying: it could be a serious issue especially in the start cylinder and could probably not be dealt with using standard measures. Options like maximum height or presence of Air Marshals will have to be studied and possibly included in the local regulations.
- Fire flying: it will have to be dealt with in the local regulations and/or organizational planning with effective measures.
- Pilots should be made aware that the take off in nil-wind conditions is not easy and that they should be ready for it. The local regulations' pilot qualification requirements should take this into consideration.

Comments/Remarks:

Cloud-flying, fire flying and take-off conditions were discussed. Appropriate questions can be asked to the organizers during the presentation.

No vote needed on this recommendation

10 – Review of Bulgaria’s proposals (Annex 29).

Bulgaria Delegate not present.

SM: Proposal has been taken into account by the SC, and as these issues will be seen to be covered by the PG SC proposal, it is likely to be withdrawn.

11 – Review of Portugal’s proposal (Annex 30).

Portugal Delegate not present.

Proposal covers CIVL contribution towards WG6 costs to develop an EN standard. Bureau is against this, unless the WG6 is working towards what CIVL wants and it has some degree of control.

The PG SC recommends that CIVL be open to financing any EN project only if the project is in line with CIVL policy and if CIVL is part of it.

It is not the case today, so the PG SC recommends that the proposal be rejected.

Portugal proposal requires simple majority vote to pass

Gudmundsson	Agust	CIVL President	AG
Barker	Hamish	Australia	HB
Daniel	Dimov	Bulgaria	Ddi
HAN	Zhaofang	China	HZ
Mai	Elsa	Chinese Taipei	EM
Askirk	Niels Jørgen	Denmark	NJA
Torkelsen	Scott	Denmark	ST
Konecny	Kamil	Czech Rep	KK
Caux	Raymond	France	RC
Malbos	Stephane	France	SM
Mathurin	Didier	France	DM
Dimiskovski	Goran	FYR Macedonia	GD
Buntz	Harald	Germany	HBu
Tänzler	Klaus	Germany	KT
Gutierrez	Juan Manuel	Guatemala	JMG
Toralla	Guillermo	Guatemala	GT
Untung Setiawan	Andika	Indonesia	AM
Wahyu	Yudha	Indonesia	YW
Oka	Yoshiki	Japan	YO
Hussin	Gimas	Malaysia	GH
Gutiérrez	Miguel	Mexico	MG
Freudenthal Castro	Karel	Mexico	FCK
Ruiz Pascual	Manuel	Mexico	RP
Haznain	Ngamil	Malaysia	NH
de Keijzer	Koos	Netherlands	KdK
Ellefsen	Oyvind	Norway	OE
Nygaard	Knut Kåstad	Norway	KKN

Jaxa-Rozen	Jedrzej	Poland	JJR
Fernandes	António	Portugal	AF
Jondzic	Ugljesa	Serbia	UJ
Ovuka	Zeljko	Serbia	ZO
Erzen	Igor	Slovenia	IE
Scheel	Martin	Switzerland	MS
Urs	Dubach	Switzerland	UD
Harris	Brian	CIVL Comp Coordinator	HB
Calvo	Burns	United Kingdom	CB
Labrador	Lorenzo	United Kingdom	LL
Joselyn	Louise	CIVL note taker	LJ
Shelden	Jamie	USA	JS
Pagan	Dennis	USA	DP
Armant	Luc	PMA	LA
Dagault	Dav	PMA	DD
Zoller	Alain	Paratest	AZ