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# Minutes

of the  
**Annual Meeting**  
of the  
**FAI Hang Gliding & Paragliding Commission (CIVL)**

held in Lausanne, Switzerland  
**on February 20th and 21st 2016**

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**FAI Hang Gliding & Paragliding Commission (CIVL)**  
**Minutes of the Plenary Meeting, Lausanne, Switzerland**  
**February 20<sup>th</sup> to 21<sup>st</sup>, 2016**

## **1- Opening of the Meeting.**

The meeting was opened by the CIVL President Stéphane Malbos. He welcomed the delegates and observers and introduced Markus Haggenev, FAI Sport and Marketing Director, and Arne Hillestad, Secretary General of the European Hang gliding and Paragliding Union (EHPU). Roll call was conducted by Markus Haggenev.

### **Roll Call Day 1: 26 nations.**

Algeria, Austria, Belgium, Bulgaria, China (People's Republic of), Chinese Taipei, Colombia, Denmark, Finland, France, FYR Macedonia, Germany, Hungary, Indonesia, Italy, Japan, Lithuania, Poland, Portugal, Russia, Serbia, Slovenia, Thailand, Turkey, United Kingdom, United States.

#### **6 proxies:**

Canada to the USA; Spain to Colombia, Hong Kong to Thailand, Korea to Chinese Taipei, Sweden to Denmark, Switzerland to Austria.

### **Roll Call Day 2: 25 nations.**

Algeria, Austria, Belgium, Bulgaria, China (People's Republic of), Chinese Taipei, Colombia, Denmark, Finland, FYR Macedonia, Germany, Hungary, Indonesia, Italy, Japan, Lithuania, Poland, Portugal, Russia, Serbia, Slovenia, Thailand, Turkey, United Kingdom, United States.

#### **7 proxies:**

Canada to the USA; Spain to Colombia, Hong Kong to Thailand, Korea to Chinese Taipei, Sweden to Denmark, Switzerland to Austria and France to FYR Macedonia.

## **Bureau Members**

### **Present:**

Stéphane Malbos, President – Igor Erzen, 1<sup>st</sup> Vice President – Goran Dimiskovski, Vice President – Adrian Thomas, Vice President – Wahyu Yudha, Vice President – Jamie Shelden, Secretary.

### **Excused:**

Zeljko Ovuka, Treasurer.

All votes were by a show of hand unless otherwise specified.

## **2- Declaration of Conflicts of Interest (Annex 2).**

The following delegates declared potential conflict of interest:

- Japan: Ozone importer.
- Germany: Gin test pilot.
- Austria, Colombia, Lithuania, Slovenia: presenting championship bids.

## **3- Additions to the Agenda (Annex 3).**

### **Without plenary approval:**

- Document on Task Setting (Annex 14-15a)
- Information on FAI-CIVL contract with Flytec (Annex 18a)
- NAC Proposal — Poland: National records (Annex 27c)
- NAC Proposal — Poland: Allocation procedure for female pilots (Annex 27d)

### **With plenary approval:**

- Document Jury Handbook (Annex 21a)

- Document Steward Handbook (Annex 21b)
- Bureau proposal — Amendment to Annex 24c on CIVL Finances (Annex 24c-V2)
- Bureau proposal — WPRS (Annex 24d)
- Bureau proposal — FAI General Conference minutes (Annex 24e)
- Bureau proposal — IPPI Card (Annex 24f)
- Bureau proposal — FAI Air Sport Medal to FFVL (Annex 31c)

**Vote on all additions :** 32 Yes / 0 No / 0 Abstentions

#### **4- Approval of the Minutes of the 2015 Plenary Meeting (Annex 4).**

**Vote:** 32 Yes / 0 No / 0 Abstentions

#### **5- Report of the FAI Secretary General (Annex 5)**

Presented by Markus Haggenev.

#### **6- Report of the CIVL President (Annex 6).**

Presented by Stéphane Malbos.

#### **7- Report of the Bureau Activity (Annex 7).**

Presented by Stéphane Malbos.

#### **Proposals that need plenary approval:**

- Approved and published the local regulations for the 8th FAI World Paragliding Accuracy Championship in Puncak, Indonesia.
- Hang gliding Class 5: Decided to include a World Championship in Krushevo, FYR Macedonia, from July 16 to 30, 2016, at the same time and on the same site as the European Class 1 championship. Practice event took place on August 16 to 23, 2015, and was open to Class 1 and 5.
- Hang gliding Class 1 Women: although organized simultaneously they must remain distinct, with different tasks including take off and start time; organizers to decide common or separate tasks for the practice event as they see fit. Dates from August 6 to 19, 2017 and practice event will take place from August 27 to September 3, 2016. (The dates for the practice event have been changed, due to conflict with the Olympic Games.)
- Decided that the bidding deadline for 2018 Category 1 events would be moved to December 1st, 2015, from mid October as per Section 7.
- Decided to postpone until further notice the implementation of the new GAP rule requesting to switch distance measurements from FAI sphere to WGS84 ellipsoid.
- Allowed Live Tracking as the primary source of information for scoring the 2015 Valle de Bravo Hang-gliding World championship.
- Created the office of CIVL First Vice President and appointed Igor Erzen to it.
- Finalized and published the Dubai WAGs LR for Paragliding Aerobatic and Accuracy.
- Change location of the 2016 European PG Championship in Lithuania, from one airfield to another.
- Modified the dates of 2016 Cat. 1 events in FYR Macedonia and Category 2 practice events in Brazil.
- Agreed to implement a new IPPI scheme now adopted by France, Hungary, Italy and Serbia.
- Decided on the maximum number of pilots for the 2016 FYR Macedonia Euro HG Class 1 and World Class 5.
- Starting January 1, 2016, sanction fees for Category 2 events must be paid at the same time as the application form is sent to the Competition Coordinator. Proof of the payment must be attached to the application form. Application forms without proof of payment will be rejected.
- Implemented a 'Cat 2 +' status for some competitions so they can appear on FAI calendar even though the application procedure is not complete. Decided on which competition would have this status for now. Requested FAI to adjust calendar accordingly.

- Following a proposal from a group of Italian organizers in co-operation with the Office of European Trans-border Co-operation for the organization of the Hang Gliding World Championships in 2019, decided to open the bidding procedure for this event a year before the usual schedule.
- Published the local regulations for the 3rd FAI Asian Paragliding Accuracy Championship in Taldykorgan, Kazakhstan.
- Decided that since the Bureau was elected, last February 21st, all competitions that appeared on the FAI calendar at one time would be taken in account for CIVL World Pilot Ranking System (WPRS), whether the competition was sanctioned or not when it took place.
- Published the local regulations for the 5th FAI European Paragliding Accuracy championship in Paluknys, Lithuania.
- Published the local regulations for the 14th FAI European Paragliding Championship in Krushevo, FYR of Macedonia.

### **Amendments to the local regulations for the 14th FAI European Paragliding championship in Krushevo.**

#### **1. Entry**

After the completion of the 6<sup>th</sup> allocation round, if a 7<sup>th</sup> round is needed, it will include only women pilots. If during this round, the number of women reaches 20%, the round will be stopped. The 8<sup>th</sup> and following rounds, if needed, will be gender neutral.

#### **2. Scoring**

The local regulations state: 'For scoring, the PWC 2016 formula will be used in combination with the CompCheck scoring software.'

The Plenary is well aware that this is in contradiction with Section 7 that states that the GAP formula and FS program must be used.

The PWC 2016 formula in combination with CompCheck are analysed by the Plenary as better than the current GAP and FS. It is required by the Plenary that GAP and FS be updated and tested as soon as possible. If this is not possible in time for the coming European championship, the Plenary allows the PWC 2016 formula in combination with CompCheck to be used there. The Bureau is in charge of deciding which scoring system will be used ultimately.

***Vote on all points, including the amendments: 32 Yes / 0 No / 0 Abstention***

### **8- Report of the CIVL Treasurer (Annex 8).**

Presented by Igor Erzen.

Explanation on where our revenues come from. We need to make our analytical presentation better.

***Vote: 32 Yes / 0 No / 0 Abstention***

### **9- Approval of the 2015 Accounts (Annex 9).**

***Vote: 26 Yes / 0 No / 6 Abstention***

### **10- Discharge of Bureau responsibility for decisions since last Plenary.**

***Vote: 32 Yes / 0 No / 0 Abstention***

### **11- Review of the 2015 Championships (Annex 11).**

Presented by Stéphane Malbos.

#### **Cat. 1 Events:**

- 14<sup>th</sup> FAI World Paragliding, Roldanillo, Colombia.
- 20<sup>th</sup> FAI World Hang Gliding Class 1, Valle de Bravo, Mexico.
- 8<sup>th</sup> FAI World Paragliding Accuracy, Puncak, Indonesia.

Comment: the dates of the Valle de Bravo event were too late, as underlined after the practice event. The bureau acknowledges its weakness on the matter. The dates should have been changed.

## **Cat. 2 Practice Events.**

- 7<sup>th</sup> FAI World Hang Gliding Class 5, Krushevo, FYR Macedonia.
- 19<sup>th</sup> FAI European Hang Gliding Class 1, Krushevo, FYR Macedonia.
- 14<sup>th</sup> FAI European Paragliding, Krushevo, FYR Macedonia.
- 5<sup>th</sup> FAI European Paragliding Accuracy, Kaunas, Lithuania.
- 3<sup>rd</sup> FAI Asian Paragliding Accuracy, Taldykurgan, Kazakhstan.
- 2<sup>nd</sup> FAI World Paragliding Aerobatic, Annecy Lake, France.

## **12- Review of the World Air Games.**

Presented by Stéphane Malbos.

- The FAI WAG Dubai 2015 (Annex 12a).
- The FAI Air Games Event Series project (Annex 12b).

Comments on the current bidding process for the next WAG and on the possibilities to include XC.

## **13- Report from the Safety Officers (Annex 13).**

Presented by Raymond Caux (Safety Officer).

Safety Management System (SMS) explained.

It is wished for FAI to adopt globally SMS. Plenary support needed for the SMS implementation.

**Vote:** 32 Yes / 0 No / 0 Abstentions

## **14- Report from the Hang Gliding Committee (Annex 14).**

Presented by Jamie Shelden (Committee Chairwoman).

Also presented, amendments from the Committee on Section 7. See the HG Open meeting report (Plenary Annex 1).

### **Section 7 XC – Mandatory delay in live-tracking**

#### 4.1.3.1

In Hang Gliding, where live tracking is used at a Category 1 cross country championship, any publicly available feed provided by the organization must have a delay equal to the start interval plus 5 minutes for tasks with multiple start gates. For any other type of task (e.g. a single race start or an elapsed time start), the delay will be at least 15 minutes.

**Vote:** 28 Yes / 0 No / 4 Abstentions

### **Section 7 XC – Eligibility to compete**

#### 2.2.1.1 Class 1

In the 36 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot has to have:

- Been ranked with at least 20 WPRS points in Hang Gliding Class 1.
- Participated in one or more FAI sanctioned competitions with at least 30 pilots.

#### 2.2.1.1 Class 5

In the 36 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot must have:

- Been ranked with as least 20 WPRS points in Hang Gliding Class 1, 2 or 5
- Flown a Class 5 glider in at least one Second Category event with at least 30 participants.

**Vote:** 32 Yes / 0 No / 0 Abstentions

### **Common Section 7 – Tasks and Validation**

#### 15.5.3.1 XC Competition

The minimum number of tasks to validate a 2<sup>nd</sup> Category event is 1.

**Vote:** 32 Yes / 0 No / 0 Abstention

## **15- Report from the Paragliding Committee (Annex 15).**

Presented by Adrian Thomas (Committee Chairman).

See also the PG Open meeting report (Plenary Annex 2)

## **Common Section 7 – Tasks and Validation**

### **15.5.3.1 XC Competition**

The minimum number of tasks to validate a 2<sup>nd</sup> Category event is 1.

**Vote:** 32 Yes / 0 No / 0 Abstention

## **14-15- Report from the Joint HG and PG Open Meeting**

Presented by Stephane Malbos, Jamie Shelden and Adrian Thomas (Plenary Annex 3).

## **16- Report from the Paragliding Accuracy Committee (Annex 16).**

Presented by Violeta Masteikiene (Committee Chairwoman).

Also presented, amendments from the Committee on Section 7. See Open meeting report (Plenary Annex 4).

An amendment on paragliders permitted to fly was discussed but not voted. Current 'restructured' text ('8.1.1 – Only EN-Certified paragliders are permitted to fly') is not satisfactory. A new text will be proposed by the Committee and implemented by the Bureau ASAP.

## **Common Section 7 – Tasks and Validation**

### **15.5.3.2 Accuracy Competition**

The minimum number of tasks to validate a 2<sup>nd</sup> Category event is 1.

### **Section 7 Accuracy – 3.2.3.1 Reverse Order**

The Meet Director may choose to start any round, after the first round, with pilots launching in reverse order of their current competition position, providing it is announced to all pilots such that they can travel to the take-off area in sufficient time to prepare.

### **Section 7 Accuracy – 3.3.11 Out Landings**

A pilot landing outside the measuring field must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a re-flight.

### **Section 7 Accuracy – 3.4.6 Judges' Discretion**

At Judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight) which is not a result of the pilot's poor pre-flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a reasonable final approach. A relaunch may be authorized provided that the pilot did not attempt to fly to the target in the first flight or that he made a signal that must be described in local regulations.

### **Section 7 Accuracy – 4.4.1 Size**

The minimum radius of the measuring field shall be 5 metres. If the organizer wants to have less than 5 metres, it must be stated in the local regulations.

### **Section 7 Accuracy – 5.2 Scoring**

A scoring system that has been approved by CIVL will be used for competition scoring.

A scoring system shall be tested at a major competition before it is used in a 1st Category event.

A score given to a competitor shall be expressed in centimetres to the nearest whole number.

A scoring system should be linked to a 'live scoring' facility, preferably online, but also displayed for spectators in the landing area. This will become mandatory from January 1, 2017.

### **Section 7 Accuracy – 5.4.6.2 Individuals**

In the event of a tie between the first three individuals, both (or all) both (or all) will have an additional tie-breaker flight.

If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0 cm scores will be declared the winner of the tie break. If they are the same, the highest number of 1 cm scores will be considered, then 2 cm scores, etc.

## **Section 7 Accuracy – General**

There are several words with different meanings so there is a need to define these words.

- Measuring Field is 500 to 1000 cm.
- Electronic Pad is the Target, but if you talk about the Target Area you are talking about the Measuring Field.
- Landing Area is the whole area including the Measuring Field and the Target (Electronic Pad).

**Vote for all amendments:** 31 Yes / 0 No / 1 Abstention

### **17- Report from the Aerobatic Committee (Annex 17).**

Presented by Stéphane Malbos.

No open meeting took part although some discussion on new manoeuvres and coefficients are still going on in the Basecamp Project. The Committee may propose modification to Section 7 Aerobatic before April 1, 2016, and the Bureau will implement them if it agrees with the proposals.

### **18- Report from the Software Working Group (Annex 18).**

Presented by Goran Dimiskovski.

The discussion included explanations on the FAI-CIVL contract with Flytec, short-term goals and long-term dreams.

### **19- Report from the Records & Badges Officer (Annex 19).**

Presented by Igor Erzen.

#### **National record**

Section 7D should not define any rule or requirement for National records that are not processed as Continental or World FAI records. Section 7D to be modified accordingly.

**Vote:** 32 Yes / 0 No / 0 Abstention

#### **The Declared Triangle definition is discussed.**

No amendment to the current text is pushed, but it is requested that it be studied.

#### **1.5.5.8 Free distance flight**

See report for options given. Option 2 was discussed.

**Vote:** 0 Yes / 31 No / 1 Abstention

Option 1 stood unchanged: 'Free out and return distance: a closed course flight having one turn points position checkpoint.'

#### **5-2-6 Measurement of accuracy**

For records flights, only flights achieved on a measuring device with a 2 cm dead centre will count towards records.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **20- Report from the Competition Coordinator (Annex 20).**

Presented by Claudia Mejia de la Pava

Bugs and difficulties explained. A new online automatic process would be welcomed.

### **21- Report from the Jury & Steward Coordinator (Annex 21).**

Presented by Jamie Shelden.

### **22- Report from the Communication Officer (Annex 22).**

Presented by Stéphane Malbos

### **23- Report on IPPI Card. (Annex 23a and 23b)**

Presented by Stéphane Malbos.

## **24- Proposals from the CIVL Bureau.**

Presented by Stéphane Malbos.

### **Sporting Licences (Annex 24a)**

Term 'Sporting Licence' substituted by term 'Sporting Card'.

**Vote:** 8 Yes / 24 No / 0 Abstention

Refusal or withdrawal of Sporting Licence to be explained in writing and in English to FAI.

**Vote:** 32 Yes / 0 No / 0 Abstention

Sporting Licence to be issued at a reasonable price. Administrative fees not to exceed 20 CHF.

**Vote:** 32 Yes / 0 No / 0 Abstention

Any supplementary cost over administrative fees for Sporting Licence to be explained in writing and in English to FAI.

**Vote:** 32 Yes / 0 No / 0 Abstention

Sporting Licence not required in Cat 2 competitions.

**Proposal withdrawn**

Sporting Licences not required for Badges flight.

**Vote:** 32 – Yes / 0 – No / 0 – Abstention

Implementation of 'International Official Cards' issued by ASC.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **Internal Regulations (Annex 24b).**

Creation of First Vice-President position on Bureau.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **CIVL Finances (Annex 24c).**

Cost of medals to be paid by organizers instead of CIVL.

**Proposals withdrawn.**

Cat. 2 event Sanction Fees to be the equivalent of 1.5 single entry fee, with a minimum of 50 euros.

**Vote:** 32 yes / 0 No / 0 Abstention

Cat. 1 event Sanction Fees reorganized per levels.

**Vote:** 32 yes / 0 No / 0 Abstention

Cat. 1 event Sanction Fees. First time organizer's 50% rebate deleted.

**Vote:** 32 yes / 0 No / 0 Abstention

Cat. 1 event Entry Fees. Top ranked country to pay pilots entry fee directly to FAI (reduced from first three top ranked countries).

**Vote:** 32 Yes / 0 No / 0 Abstention

### **WPRS (Annex 24d).**

WPRS to take in account competitions that have been de-sanctioned.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **Minutes of FAI General Conference (Annex 24e).**

A deadline is set for their publication.

**Vote:** 32 – Yes / 0 No / 0 Abstention



### **IPPI Card (Annex 24f-V2)**

All NACs may issue the IPPI Card; CIVL may allow other associations to issue the IPPI Card. CIVL may withdraw the issuing right to anyone.

**Vote:** 32 – Yes / 0 No / 0 Abstention

## **25- Proposals for a revised and restructured Section 7.**

Presented by Stéphane Malbos.

### **Section 7 – Common (Annex 25).**

Amendments in previous points of the Agenda included. No other amendments proposed.

Amended Section is submitted to the Plenary.

**Vote:** 27 Yes / 0 No / 5 Abstention

### **Section 7 A – Hang Gliding and Paragliding Cross Country (Annex 25a).**

Amendments in previous points of the Agenda included. Following amendments proposed.

#### 4.2.1 Backup GPS

There should be no reference to the type of logger used (here GPS). Amended as follow:

#### 4.2.1 Backup Logger

A pilot may use multiple GPSs for verification and backup. Each pilot must designate the primary logger that will be downloaded as the primary source of scoring and the secondary one as backup, to be used only in case of a malfunction of the primary logger.

#### 6.3 Specific penalties

Withdrawn : Downloading after the specified time.

##### 6.3.1 Cloud flying

The text is seen as too specific. It is simplified and now reads.

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. If a pilot is inadvertently sucked into cloud, the onus is on that pilot to demonstrate that no advantage was gained.

A pilot's track logs will be checked to determine whether advantage was gained by cloud flying whenever:

- They are observed by a competition official or air marshal going into cloud and completely disappearing from view
- At least 2 pilots witness the accused going up into cloud and disappearing from view and taking advantage from this action
- The Meet Director at his discretion reviews track log data that appears to show advantage being taken by cloud flying.

##### 6.3.2 Altitude Verification

The Bureau is tasked to rewrite it if and when needed.

#### 7.1 Complaints

To be added :

Complaints are published on the headquarter official board.

**Vote on all amendments:** 26 Yes / 0 No / 6 Abstention

Amended Section is submitted to the Plenary.

**Vote:** 26 Yes / 0 No / 6 Abstention

### **Section 7 B – Paragliding Aerobatic (Annex 25b).**

No amendment proposed.

Section is submitted to the Plenary.

**Vote:** 27 Yes / 0 No / 5 Abstention

**Section 7 C – Paragliding Accuracy (Annex 25c).**

Amendments in previous points of the Agenda included.

No other amendments proposed.

**Vote:** 31 Yes / 0 No / 1 Abstention

**Section 7 D – Records and Badges (Annex 25d, 1 and 2).**

Amendments in previous points of the Agenda included.

No other amendments proposed.

Amended Section is submitted to the Plenary.

**Vote:** 32 Yes / 0 No / 0 Abstention

**26- Proposals for CIVL Competition Class (CCC) paragliders.**

Presented by Adrian Thomas.

The CIVL Competition Class (CCC) document concerning paragliders permitted in FAI Category 1 Cross Country events is an intricate 41-page text.

Modifications proposed by the Paragliding Committee (Annex 26) and amendments made during the Plenary by the CCC Working Group (Plenary Annex 5) cannot be fully shown and explained in these minutes. The document has to be carefully updated and cross-examined before it is published.

The principles were clearly defined, though, and proposed to the Plenary. The Bureau has been given power to adjust the document as seen fit to fulfil the purpose of the intent.

The new CIVL Competition Class definition can be summarized as follows:

- Use full EN certification (EN 926-1 and EN 926-2) as the basis.
- Additionally restrict top speed by limiting the maximum accelerator effect to 14 cm maximum A-B difference (5 mm tolerance).
- Additionally restrict aspect ratio to the maximum flat aspect ratio exhibited by EN certified gliders by December 31, 2013 (7.90).
- Additionally require riser sets with a mandatory 140 mm limiter (tolerance 5 mm).
- 23G theoretical load test, minimum line strength 40daN.
- Forego flight tests that are irrelevant to this class of gliders.
- Require flight tests by an independent accredited test organization on the XS (maximum take-off-weight 90 kg) sized gliders and permit manufacturer self-certification of other sizes of the glider designed by linear scaling from the XS.
- Reduce the time permitted after pilot input until glider recovery from 5 seconds to maximum 3 seconds.
- Require flight tests to be conducted at the top of a wing's weight range.
- Require flight tests to be conducted at trim speed and at a set higher speed defined by a certification limiter that restricts maximum A-B riser travel to between 100 mm and 105 mm.
- Require the user's manual to contain additional information on the paraglider's operation and maintenance.
- Add clear, precise and simple-to-follow measurements and testing procedures to verify a wing's conformity with certification.
- Additionally, in order to be allowed in an FAI Category 1 event, CIVL Competition Class certified paragliders must be available in the XS (maximum take off weight 90 kg or less) at least 90 days before and in any other sizes at least 60 days before the start of the FAI Category 1 event.

The definition becomes effective 1 October 2016.

The CIVL Competition class definition is scheduled for revision approximately every two years. The CIVL Bureau can approve modifications outside of this regular revision cycle.

**Vote:** 32 Yes / 0 No / 0 Abstention

## **27- Proposals from National Airport Control (NAC)**

### **Proposal on live-tracking from Austria (Annex 27a).**

Austria is satisfied with amendments in Section 7A as voted before by the Plenary (see point 14).

**The proposal is withdrawn.**

### **Proposal on airspace violation penalties from Bulgaria (Annex 27b).**

Bulgaria is satisfied with Section 7A as voted by the Plenary (see point 25).

**The proposal is withdrawn.**

### **Proposal on leading points from Bulgaria (Annex 27b).**

**Vote:** 32 Yes / 0 No / – Abstention

### **Proposal on national records from Poland (Annex 27c).**

Poland is satisfied with amendments to Section 7D voted by the Plenary (see point 19).

**The proposal is withdrawn.**

### **Proposal on Women allocation procedures from Poland (Annex 27d).**

Poland is satisfied with amendments to Krushevo Local Regulation voted by the Plenary (see point 7).

**The proposal is withdrawn.**

## **28- Bids for 2017, 2018 and 2019 Championships.**

### **2017 – 20<sup>th</sup> FAI World Hang Gliding Class 2, Serres, France (Annex 28a).**

Presented by Stéphane Malbos.

Dates of practice event adjusted to August 1-9, 2016.

**Vote:** 32 – Yes / 0 No / 0 Abstention

### **2018 – 8<sup>th</sup> FAI World Hang Gliding Class 5 and 20<sup>th</sup> FAI European Hang Gliding Class 1, Ager, Spain (Annex 28b).**

Presented by Claudia Mejia de la Pava.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **2018 – 3<sup>rd</sup> FAI Pan American Paragliding, Baixo Guandu, Brazil (Annex 28e).**

Presented by Goran Dimikovski.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **2018 – 6<sup>th</sup> FAI European Paragliding Accuracy, Kobarid, Slovenia (Annex 28f).**

Presented by Igor Erzen.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **2018 – 1st FAI Asian-Oceanic Paragliding Accuracy, Lopburi Province, Thailand (Annex 28g).**

Presented by Didyasarin Veerayuth.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **2019 – 22<sup>nd</sup> FAI World Hang Gliding Class 1, Friuli-Venezia-Giulia, Italy (Annex 28h).**

Presented by Suan Selenati.

**Vote:** 32 Yes / 0 No / 0 Abstention

### **2018 – 15<sup>th</sup> FAI European Paragliding**

Intention to bid announced by Fernando Amaral. In Montalegre or another site, Portugal, with the same team as in the unsuccessful bid for the 2017 World championship.

### **29- Provisional Budget (Annex 29).**

Presented by Stéphane Malbos.

*Vote: 31 Yes / 0 No / 1 Abstention*

### **30- Feminization of Sports (Annex 30).**

Presented by Benedicte Saury.

CIVL will make available its tools to Benedicte and others: Basecamp Project and specific web chapter.

### **31- Awards.**

Presented by Stéphane Malbos.

Note: according to regulations a secret vote was required and no proxy votes were admitted.

### **CIVL Hang-gliding Diploma – Nomination from Mexico received (Annex 31a).**

*Vote: 18 Yes / 3 No*

### **CIVL Pepe Lopes Medal – Nomination from Hungary received (Annex 31b).**

*Vote: 22 Yes / 2 No*

### **FAI Air Sport Medal – FFVL and its Educ'en Ciel program (Annex 31c).**

*Vote: 16 Yes / 1 No*

### **32- Venue for Next Plenary Meeting. Bid from Austria (Annex 32).**

Presented by Frank Nalter.

Note: according to regulations a secret vote was required.

Date adjusted to February 2 - 5, 2017.

No charge will be asked to Delegates (54 euros as per bid)..

*Vote: 31 Yes / 1 No*

### **34- Closing remarks of CIVL President.**

Stephane Malbos commented on his first year as President (a lot of work if any issue was to be addressed), on his philosophy of the job (every issue has to be addressed), on the way the Bureau works (never enough, but in a good ambiance with complementary aptitudes), on the way this Plenary went (efficient, but never enough).

# Plenary Annex 1

## Hang gliding Open Meeting Report

Chair: Jamie Shelden

15 committee members and visiting pilots present:

Matazono Akira, Niels Jorgen Askirk, Phil Chettleburgh, Daniel Dimov, Regina Glas, Arne Hillesfad, Thomas Koller, Claudia Mejia de la Pava, Frank Nalter, Igor Nikitin, Georgiy Rasnikov, Herbert Siess, Barbara Sonzagni, Tom Weissenberger, Jochen Zeischka.

Discussed:

- Precision of turnpoint scoring:
- Penalties in local regulations and creation of local regulations template for use in Category 1 events
- Sport Class definition/direction
- Prototype and sprog checking
- Bids for Category 1 events (Ager, Italy and France)
- Class 5 eligibility
- S7 changes

All issues discussed and agreed on with the following amendments being accepted:

### **Class 5 Eligibility** (2.2.1.3)

In the 36 months before the ranking reference date, which is 3 calendar months before the championships starts, a pilot must have:

- **been ranked with as least 20 WPRS points in hang gliding Class 1, 2 or 5**
- **flown a Class 5 glider in at least one Category 2 FAI sanctioned competition with at least 30 participants**

Place the word “**WPRS**” between “**20**” and “**points**” to make it clear that it refers to the World Ranking and not the result in a given event. (for Class 1 & 5 rules)

### **Minimum Cross Country Competition Numbers** (15.5.1.1)

There should not be no minimum number of competitors required to validate a competition in any class. **Proposal to remove 15.5.1.1 from Section 7.**

### **Live Tracking Delay**

Agreed there must be a mandatory delay when live tracking is used at a Category 1 hang gliding event. Proposal for amendment to Section 7 (hang gliding only):

**Where live tracking is used at a Category 1 cross country championship, any publicly available feed must have a delay equal to the start interval plus 5 minutes for tasks with multiple start gates. For any other type of task (e.g. a single race start or an elapsed time start), the delay will be at least 15 minutes.** The use of live tracking information as a strategic aid from the ground to pilots in the air is considered unsportsmanlike behaviour.

LRs for the MKD Class 1 Euros/ Class 5 Worlds need to be adjusted.

# Paragliding Open Meeting Report

## Plenary Annex 2

Chair: Adrian Thomas  
19 attendants.

### CCC Requirements

1. Tidy up existing rules.
2. 23G theoretical load test.
3. Mandatory 14.5cm A-B speed system limiter.
4. High speed flight test at trim speed + 15kmh (gps).
5. All flight tests tightened up to require recovery in mas. 3sec following pilot intervention (currently 5sec).
6. Require glider specification measurement data and flight test videos to be available 1 month before any Cat. 1, for CIVL, team leader and test organization evaluation.
7. Test organization flight testing of XC (90kg mas. Take-off weight) mandatory, other sizes produced by linear scaling from the XS, with manufacturer test pilot flight testing.

They were explained and discussed.

An additional meeting to be organized with specialist to fine tune the text and eventually amend it.

### CIVL Recognized Scoring Software

Agreed that FS not working well enough; accepted the principle to ask Flytec to implement PWC formula to FS and if it works use it in MKD 2016 Euros and if it does not work, then also agreed to allow the use of the PWC software.

Agreed to refer it to the Software meeting.

# Report Joint Hang gliding & Paragliding Open Meeting

## Plenary Annex 3

Chair: Stephane Malbos

24 committee members and visiting pilots present:

Esa Alaraudanjoki, Fernando Amaral, Niels Jorgen Askirk, Alberto Castagna, Phil Chettleburgh, Goran Dimikovski, Daniel Dimov, Igor Erzen, Arne Hillesfad, Adel Honti, Sandor Kaszas, Didier Mathurin, Akira Mutezono, Claudia Mejia de la Pava, Frank Nalter, Yoshiki Oka, Jamie Shelden, Torsten Siegel, Herbert Siess, Barbara Sonzagni, Scott Torkelsen, Tom Weissenberger, Wahyu Yudha, Paolo Zamarchi.

### **NAC, FAI Sporting Licenses (SL) and Cat 2 events.**

Problem of NACs not issuing the SL, selling them a high price or withdrawing them.

Problem of suspended NAC and the consequences on pilots and competition organizers.

Problem of how many Cat 2 events not respecting strictly FAI regulation.

Different solutions to make progress on these intricate and difficult issues exposed.

FAI Head Office and CASI well aware of these issues.

Bureau proposal will probably be withdrawn.

### **Badges**

They require SL, which is against CIVL philosophy. Bureau proposal will maintained.

### **IPPI Cards**

A Bureau proposal is on the floor. CIVL President will meet some NAC President. The proposal might be adjusted.

### **Section 7 reorganization**

History of S7 reminded. Main changes explained. Screening Committee detailed.

### **Software Project**

Explanation on the history of our Software Working Groups, current state, project with Flytec.

Possibilities explored. Nothing decided yet.

### **FAI Air Games Event Series**

Project explained

### **Separate Championships for Youngsters**

Not a formal proposal. Georgiy Rasnikov (RUS) explained his project.

Discussion followed. Report will be completed later.

# Paragliding Accuracy Open Meeting Report

## Plenary Annex 4

### Attendances:

1. Stephane Malbos (FRA)
2. Violeta Masteikiene (LTU)
3. Said Agroum (ALG)
4. Yoshiki Oka (JPN)
5. SandorKaszas (HUN)
6. Adel Hanti (ITA)
7. Patty Didyasarini (THA)
8. GP CaptVeerayuthDidyasin (THA)
9. Igor Erzen (SLO)
10. Wahyu Yudha (INA)
11. Scott Torkelsen (DEN)
12. Alberto Castagna
13. Uglesha Jondzic (SRB)
14. Barbara Sonzogni
15. Ekaterina Seliverstova (RUS)
16. Aikra Mutazono (JPN)
17. Elsa Mai (TPE)
18. Andy Jaka Jozen (POL)
19. Claudia Mejia de la Pava (COL)

### President Opening Speech

1. IPPI Card. President informed PGA that CIVL is working for IPPI card issue now. In some countries it is difficult to get them issued to pilots. It impacts to pilots to join FAI competition.
2. Software Development. President offered PGA to develop the software for accuracy discipline, if PGA needed it. It could be for scoring system, etc.
3. Future of WAG. President asks PGA to maintain the performance for every WAG to be more interesting.

### Chairman Report

1. Number of Cat. 2 competitions is still increasing: From 43 (2011) to 70 (2015).
2. Pre Event Asia Championship 2015 in Kazakhstan, was great, everybody working hard to prepare for the Asian Championship.
3. Pre Event European Championship 2015 in Lithuania was held in very difficult weather conditions, but safely and ready to include pilots from other continents too.
4. WPAC 2015 in Indonesia was running smoothly. With record number of pilots 122.
5. WAG 2015 in Dubai was challenging. Chairman proposes to have Diploma for part of organizing and judging team.
6. No fatalities for PG Accuracy during the years.



## 7. Judging questions

- With competition coordinator discussed and agreed to implement the new order in terms be more in touch about the judging situation in Cat. 2 competitions. The organizer after sending application for Cat. 2 events must contact or will be contacted by competition coordinator to PGA member to provide the information about the Judges qualification and other details. (So far in Chairman).
- Include in a recommendations for organizers information about recommended daily stipendium for a judges - 20 euro per day. ( 20x2 for CHJ, 3 judges 3x20, video and score recorder – 2x20 – 140 Eur. per day). It would help the organizer to plan the budget and attract the potential judges.
- Chairman proposed to have judging conference. Everybody including president supported the idea to Organize the Judging conference to upgrade and equalize level of judges. Agreed to talk with organizers of the World championship in Albania 2017 to be able to host experience judges from over the world.

### Presentation from Thailand

Presentation was accepted and supported by majority.

Recommendations:

1. To find more attractive items to attract more people coming.
2. Airport transfer was proposed to be included in registration fee.
3. Proposed to change the location of HQ and pilots accommodation. Instead choosing sparsely populated area to move in a nearby situated old capital Ayutthaya. (5 km difference)

### Proposition for Changes in S7C

#### 3.2.1 Launch Intervals

Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The launch interval shall be 1.5 minutes between pilots (unless specified by the Local Regulations) adjusted by the Launch Marshal.

**Proposition to Add:** *If the launch interval is less than 1.5minutes, a competitor may choose a 1.5minute interval only if he is concerned that he will catch up the previous competitor.*

**Refused. Arguments:** *Difficult to control. It's not solving the problem but make it double.*

#### 3.2.3 Final Round

When the Meet Director calls the final round (which may be Round 12 or an earlier round if, due to time restraints, the Meet Director declares in advance that this will be the final round of the competition), pilots shall launch in reverse order of their current competition position.

**Proposition. new formulation**

##### 3.2.3.1 Reverse Order

*The Meet Director may choose to start any round, after the first round, with pilots launching in reverse order of their current competition position, providing it is announced to all pilots such that they can travel to the take-off area in sufficient time to prepare.*

**Agreed**

#### 3.11 Out Landings

A pilot landing outside the target area must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a re-flight.

**Refused proposition change to:**

*A pilot landing out of sight or out of shouting range from the Judging team must report to the Event Judge, Meet Director or Launch Marshal as soon as possible. Failure to do so may invalidate any claim for a re-flight.*

**Agreed on changes:** A pilot landing outside the measuring field must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a re-flight.

#### 3.4.6 Judges' Discretion

At Judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight) which is not a result of the pilot's poor pre-flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a reasonable final approach. A re-launch may be authorized provided that the pilot did not attempt to fly to the target in the first flight.

**Refused proposition:** *The competitor may indicate (point or call out) the problem as he lands.*

**Proposed adding:** And make a signal that must be described in LR.

#### 4.4.1 (Measuring Field) Size

The minimum radius of the measuring field shall be 5 meters.

**Refused proposition:**

*The minimum radius of the measuring field shall normally be 5m. This may be reduced for showcase events.*

**Agreed on changes:** The minimum radius of the measuring field is 5 meters. If the organizer wants to have less than 5 meters, it must be described in LR.

#### 5.2 Scoring

A scoring system that has been approved by CIVL will be used for competition scoring.

A scoring system shall be tested at a major competition before it is used in a 1st Category event.

A score given to a competitor shall be expressed in centimeters to the nearest whole number.

**Agreed changes:**

*A scoring system should be linked to a 'live scoring' facility, preferably online, but also displayed for spectators in the landing area. This will become mandatory from 1 January 2017.*

#### 5.1 Competition Validity

For the championship to be valid, at least three rounds must have been scored.

No more than twelve scored rounds are allowed. The Local Regulations shall state if less than twelve rounds are programmed.

**Agreed changes:**

For a competition to be valid, at least three rounds must have been scored for a Cat. 1 event, and minimum 1 for a Cat. 2 event.

No more than twelve scored rounds are allowed. The Local Regulations shall state if less than twelve rounds are programmed.

#### 5.4.6 Tied Scores

In the event of any ties between the first three individuals both (or all) will have an additional tie-breaker flight.

**Agreed on changes:**

*If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0cm scores will be declared the winner of the tie break. If they are the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.*

Problem faced: Concept Definition

In S7C several words with different meaning so there is a need to define the words.

Measuring Field is 500 to 1000cms,

Electronic Pad is the Target, but if you talk about the “target area” you are talking about the “Measuring Field”.

Landing Area is the whole area including the Measuring Field and the Target (Electronic Pad).

Amendment: Provide a description for inclusion in S7C.

### **Presentation from Slovenia (Bid for European Championship 2018)**

Presentation was accepted and supported by majority.

Recommendations:

- Negotiate with local authorities about Slovenian national rule of a mandatory IPPI Level P5 for all participants. To make possible to participate usual pilots level ( IPP 5, 4)
- Have an entry fee lower than 300€ .

### **World Air Series**

Chairman presented the concept. Violeta start working on it and invites all to participate actively with ideas.

### **Ongoing Questions.**

#### **Report from Poland – (Andy)**

Last year there was a judging seminar there. After the teaching and buying an electronic measuring system, Poland held 3 competitions with about 20-30 pilots participating. Everybody is happy about a new active country in the PG Accuracy family.

#### **Proposition from Violeta**

To have a new titled championship as Women Paragliding Accuracy championship every two years.

Discussed and suggested to organize Women’s Paragliding Accuracy World Cup (Cat. 2 competitions).

#### **Proposition from Russia**

To have Youngsters competitions.

Proposition was not presented to subcommittee. In generally subcommittee is supporting the idea to involve young people in a sport. Possible competition in Youngsters World Cup format. Age limitation depends on each country’s law.

# CCC Open Meeting Report

## Plenary Annex 5

Attendants:

Adrian Thomas, Luc Armant, Torsten Siegel, Goran Dimikovski, Didier Mathurin.

### Key points of the new CCC requirements (not an exhaustive list)

#### Scaling and manufacturer self-certification

If a paraglider of model size XS (maximum take off weight 90kg or less) has been certified in accordance with sections 5.1 and 5.2 THEN other sizes of that paraglider model derived by linear scaling from the CCC certified model size XS (maximum take off weight 90kg or less) are also CIVL Certified Competition Class paragliders. For these scaled model sizes the linear scaling factor must be defined by the manufacturer, and the wing measurement specifications must conform to that scaling factor with zero tolerance in all features except the lines. The lines for the scaled sizes must comply with the 23G theoretical load test (section 8.3) and the line lengths must correspond to the scaled dimensions with tolerance of +20mm, -20mm on the total length of each linked line measured from riser to sail.

#### Structural strength

The test specimen's model size passed the structural strength tests specified in section 8.2 or

The test specimen has identical structure (materials, construction) to an existing or previous model of the same or larger maximum size that passed the structural strength tests as defined in section 8.2 AND the test specimen fulfils the theoretical line breaking strength requirements of section 8.3.

#### Riser set layout

The test specimen's accelerator system, when fully engaged, shortens the front-most riser by 140mm or less (tolerance 5mm), in relation to the rear-most riser, and the riser set is designed including physical limiter(s) to prevent any further shortening of the front-most riser relative to the rear-most riser by pilot action (such as application of excessive force).

The riser set must be clearly marked to show the accelerator position where the 100-105mm certification limiter is tight, and where the high speed flight tests were performed.

The maximum shortening of the front-most risers relative to the rear-most riser through the accelerator is 140mm with tolerance 5mm.

For certification high speed test flights the risers are fitted with a limiter that fixes the maximum shortening of the front-most risers relative to the rear-most riser to between 100mm and 105mm.

#### Permitted paragliders in FAI Category 1 competitions

- Any EN-certified paraglider is permitted
- Any CIVL Competition Class certified paraglider is permitted if all the following apply:
- The XS (maximum take off weight 90kg or less) model of the glider certification has been completed and all flight test videos, measurement specifications and documentations have been made available at the independent test house at least 90 days before the start of the FAI Category 1 competition.
- The measurement specifications and documentation for any other sizes of the paraglider model produced by linear scaling from the XS have been made available at CIVL at least 60 days before the start of the FAI Category 1 competition
- The gliders have been made available to the pilots at least 30 days before the start of the FAI Category 1 event.

#### Line breaking strength test

The test specimen's top weight is compared with the theoretical breaking strength of the test specimen's complete line system (excluding brakes). The theoretical breaking strength is calculated based on the measured breaking strengths of samples of the line materials

actually used for the test specimen, and built using identical materials and splicing techniques.

The load calculation for testing the breaking strength of the line sets shall be applied to each size of the glider, at the maximum flying weight of that glider size.

If identically constructed lines have already been tested and their breaking strength is known, then these previously established values may be used.

The line breaking strengths for the load calculation will be based on the tests of an independent testing laboratory.

A pilot may repair damaged lines by replacing them with identical lines or lines of greater strength.

### **Flight test**

In cases where the XS (maximum take off weight 90kg or less) size of the paraglider model has been tested by an independent accredited test organisation and has CIVL Competition Class Certification, other sizes of the test specimen may be produced by linear scaling from the XS. For those scaled gliders the flight tests may be carried out by a manufacturer test pilot at the manufacturer's test site.

For the test flights of the wings produced by linear scaling from the XS, the test flights are to be performed by the manufacturer test pilot at the manufacturer's test site, and correct execution of the tests is to be verified by the manufacturer through direct observation as well as inspection of all recorded video evidence.

# Software Open Meeting Report

## Plenary Annex 6

Chair: Jörg Ewald  
22 attendants.

Jörg gathers initial information on what the Software Project and collected the following subjects (not in order of relevance):

- Altitude and QNH Calibration
- WGS84 vs. FAI Sphere
- PG Accuracy Software
- Inclusion of other Languages
- CIVL Calendar Visibility and link to FAI's Calendar
- Class 5 Eligibility
- Implementation of PWC formula into a "GAP 2016"
- Leading Bonus

Joerg noted the issues raised and only explained the main issues for now:

- Altitude and QNH Calibration
- WGS84 vs. FAI Sphere
- Leading Bonus

These 3 subjects will be reported in detail to the Plenary.

## CIVL - FAI Hang Gliding & Paragliding Commission

List of addresses of people present at the CIVL meeting  
held in Lausanne(Switzerland), 20.02.2016 to 21.02.2016

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### Commission Members :

(Note: a list of observers and other FAI individuals in attendance is attached at the end of this document)

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