



CIVL 2018 PLENARY - HANG GLIDING COMMITTEE REPORT

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Summary of Activity Since Last Plenary

HG Worlds – Brasilia: The committee, along with the Steward and Bureau managed numerous issues related to the local regulations, including airspace changes, airspace violation penalties, staffing matters, allocation rounds and various qualification and exemption and sporting license issues. Registration and allocation was slow and difficult at times due to the lack of a uniform online registration system. In addition, there were issues with the appointed screening committee having difficulties making decisions on multiple exemption requests. Ultimately, most exemptions were denied. Also, just prior to the event itself, the committee and Bureau had to address the question of multiple Brazilian pilots registering to compete for other nations.

HG Women’s Worlds – Brasilia – A decision was made during the 2017 Plenary to allow for a separate women’s title during the “open” worlds at Brasilia if there were enough women (8 women from at least 4 countries). However, it appeared before the event that there would not be at least 8 women registered, so the decision was made to allow the women that did register to compete for their teams in the open championship. It is hoped that there will be a bid coming from FYR Macedonia for a completely stand-alone women’s championship in the near future. I have been in touch with a potential major sponsor for a women’s only event and it is hopeful that this company will participate at some level in the next women’s worlds.

Creation of software working group to deal with IGC specifications: While this is primarily a software matter, the issue arose last year regarding the need for a published list of instruments that would be accepted at Category 1 events. A working group was created and they have prepared an IGC specification document as well as an ever-evolving list of accepted instruments. There was discussion amongst the committee of releasing the list (although still very much in progress) prior to the HG worlds in Brasilia to certain hang gliding “media” so that pilots would be aware of whether their instruments were compliant for use at the worlds. No list was published at the time though.

Minimum Numbers for Category 2 Events: There has been discussion in the committee of Section 7 rule change regarding minimum numbers in Category 2 competitions. A proposal was presented and approved at the Plenary in 2015. However, the rule change was inadvertently not included in the Section 7 update. Another proposal has been submitted for the 2018 Plenary and will very likely be approved again and implemented this time.

Austrian Guest Flying List: Austria released a list of countries that would be included in its list of approved “guest pilots.” Multiple NACs complained about not being included on this list and were given instructions on who to contact at the Austrian NAC to address the problem and seek inclusion on the list.

DHL Partnership: The FAI was approached by a representative of DHL offering to “partner” with the CIVL to provide assistance to hang glider pilots for glider transport to Brasilia for worlds. This assistance apparently only applied to European pilots and, as it turns out, was not particularly useful in any event.

2018 European HG Championship: The planned 2018 European championships that were approved for Ager, Spain were cancelled by the organizers. We were very lucky that FYR Macedonia stepped up and agreed to host the European championships again. The committee and Bureau received and reviewed a bid from FYR Macedonia, approve the bid, set dates and approved local regulations. Because the most recent Euros were hosted by FYR Macedonia, it was agreed that no formal test event would be required. The dates are set for the main event this summer and a steward and jury members have been appointed.

Minimum number of tasks for full WPRS validity: A proposal was approved at the 2017 Plenary to the WPRS formula variable related to the number of tasks at any given competition and how that task number effects WPRS validity. That change has been implemented by Joerg Ewald in the appropriate software.

Class 2 Worlds in France: France successfully hosted a world championships in Class 2 (Swift/Archaeopteryx- type gliders). Although participation was expectedly low, a proposal has been introduced to the committee for allowing for “self-launching” Class 2 gliders and it is hoped that this would increase participation in future events.

Class 1 Worlds and Test Event in Gemona, Italy: The 2019 Class 1 worlds were award to Italy. A steward has been appointed and is working with the organizers to prepare the local regulations for the test event this summer. So far, the test event appears to be oversubscribed.

Decreasing Maximum Pilots Numbers in Category 1 Events: Pilots, delegates and CIVL officials at

the worlds in Brasilia discussed possibly decreasing the maximum number of pilots allowed to enter a Category 1 event. Many pilots and member of the committee believe that 150 pilots is too many and reduces safety. A proposal has been submitted by the US NAC and discussed in the committee via Basecamp.

Glider Visibility: The committee has been discussing via Basecamp visibility of hang gliders. With new darker sail materials being used, Class 1 gliders are becoming less and less visible and there is concern that mid-air collisions are more likely, particularly in Category 1 events with many pilots. The committee has introduced a proposal for increasing glider visibility by requiring Cat 1 organizers to supply (and mandate the use of) highly visible glider numbers on competitors' leading edges.

Standardizing Airspace Infringement Penalties: A proposal has been discussed and submitted for consideration at the Plenary regarding standardization of airspace penalties in Section 7. The proposal provides for a gradual penalty approach as was used at the worlds in Brasilia.

Upcoming Category 1 Competitions and Bids:

None yet. There was discussion of a bid from Mexico for a sport class worlds. However, no bid was received.