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CIVL 2019 – Annexes – France proposals

1- Women Top 3 WPRS and allocation in FAI championship

Comment :
The aim of a European or World Championship is to award the title of World or European Champion to the best woman of the year.

Taking into account the unique reallocation for a women's place by NAC, the women of the Top 3 are certainly potential champions and all do not have the opportunity to participate in these championships even if the NAC wanted to select them.

We could talk of bad luck to have 2 or 3 female pilot tops in the same NAC.

The goal is to have the best on the podium without giving the NAC the opportunity to take advantage of the system to put more women registered in the name of their NAC.

Example of abuse : A NAC puts a woman who is 30th in the WPRS (she is not in the top 3) in the team because he knows he will be able to put another one by his ranking in top 3 In this case, one could say that the NAC benefits from the system.

Some could also argue to make the same proposal for men ... But this is not the same problem, There are at least 3 places for them by NAC.

Summary of this type of proposal:

- Improves sportsmanship, and have the real female champion of the World or Europe, or the real podium.

- Avoids abuses on sports selections.

- By adding exceptionally between 0 and 2 additional places maximum, we do not delete any place attributed to the NAC, which is not inconsistent in the context of increasing the level of pilots in the WPRS and the number of countries that will inevitably reduce the number selected by NAC in the future.

- France declares a conflict of interest in this proposal** given the current context with our female pilots. **But argues that this approach is logical, consistent and fair.

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Currently rules section 7A 2.3.1 says :

2.3.1 Mixed Championships
Where there is no separate championship for women, the base for all nations is one pilot plus one female pilot (1+1). The allocation is done according to 2.3, but in this process the place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation.

Replace by :

2.3.1 Mixed Championships
Where there is no separate championship for women, the base for all nations is one pilot plus one female pilot (1+1). The allocation is done according to 2.3, but in this process the place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation.
To allow a better representation of top-ranked women, when a woman from the top 3 WPRS women is already selected in the team of a NAC and if another woman/women of the same NAC is/are also in the Top 3 WPRS.
So, those other women in the top 3 could participate in the FAI championship with women extra places.
Exceptionally to comply with this rule the number of total pilots to the competition according section 7A 2.1 can be increased + 2 pilots maximum
These women need their NAC approval to participate,she/they is/are not taken into account in the number of pilots of the top nation.

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2 - To allow Hang Gliding Class 2 aircraft to launch using an auxiliary motor

1) The Proposal : to modify the rules concerning Class 2 Hang Gliders in FAI Competitions

This proposal introduces the option that Class 2 aircraft can use an auxiliary motor in order to launch and to reach the start window for competition tasks.
The reasons why we are proposing this change are:

- To facilitate the launching of this class of hang glider, eliminating the constraints (and costs) of ULM aerotowing.
- To promote electric motors, both from an environmental and logistical standpoint.
- To dramatically increase the number of competitors in Class 2 competitions, and make such competitions more attractive to organisers.

This auxiliary motor rule has existed in the IGC for gliders for many years, and it is perfectly possible to detect on GPS tracklogs when and whether a motor is in use during a flight. The auxiliary motor is considered simply a means of launching the aircraft and not as permanent power source. This type of flying is nothing like the flight of a ULM, for example, since the rest of the flight will be truly 'vol libre' – free flying. From a CIVL perspective, the rule could also open up more opportunities for our disciplines to be included in multi-airsport events based on an airfield.

2) The Proposal in detail :

Section 7 (Common Section)

Proposed addition to 1.4.2 Wheels and other Launch Aids:

- *Class 2 hang gliders fitted with an electrical auxiliary motor may be permitted by the organisers, provided it shall be used solely for launching the hang glider, in order to reach the height and vicinity that an aerotow aircraft would typically release the pilot. Pilots must carry equipment that accurately verifies on the tracklog any usage of the motor.*

Proposed addition to Chapter 14

14.4.4 Electrical Auxiliary motors

Electrical Auxiliary motors are allowed only in Class 2 gliders, and where specified as acceptable in the Local Regulations. Although only ultra-light gliders that comply with 1.4.1 may be flown, it is understood that with the fitting of an auxiliary motor the aircraft will no longer be foot-launchable.

Section 7A (Cross Country)

Proposed addition to 4.1 Flight Verification

In Class 2 competitions, pilots flying with an electrical auxiliary motor must fly with a device that not only records a track log meeting CIVL requirements, but also verifies when a motor is in use.

Proposed addition to 8.2.5 Additional (airworthiness) Standards
8.2.5.6 Electrical Auxiliary motors (Class 2)
Where an electrical auxiliary motor is fitted to a Class 2 hang glider, the glider must either be certified in that configuration by the manufacturer, or must comply with 8.2.3 Uncertified Hang Gliders.

3) The background:

Overview: Hang gliding competitions are on the decline. The number of pilots competing is falling. For many years, the Class 2 World Championship has been run alongside Class 5 and the Women's Worlds (Class 1) in order to make the overall event viable. This has changed in recent years, as the Class 5 World Championships was run alongside the Class 1 Europeans in 2016, in order to make that event more viable. The Women's Worlds, last run in 2014, was cancelled in 2017.

Last year (2017) ADPUL successfully ran the FAI World Hang Gliding Class 2 championship. For 4 years, ADPUL has been one of the very few organisers world-wide of high level competitions for Class 2 Hang Gliders. However, the Worlds attracted just 9 pilots from 3 nations. There are only 16 pilots from 5 nations in the WPRS. Yet there could be up to 100 Class 2 pilots worldwide – most of them will fly with auxiliary motors, thus taking them outside CIVL's current definition of Class 2 hang gliders. We wish to introduce a change to the rules for Class 2 competitions for 2018 in an attempt to attract more pilots to competitions and help prevent the complete demise of this discipline within the FAI.

ADPUL club: ADPUL is a French registered club with the objective of promoting the development of ultralight gliders, defined in the FAI Sporting Code as Class 2 Hang gliders. It operates from the "Chevalet airfield" at Aspres-sur-Buëch in the south of France. The club was founded in 2014 by a group of pilots passionate about their sport.

Its main activities in the southern French Alps include:

- Aerotowing of ultralight gliders and hang gliders (Class 1, 2 and 5)
- Guided flights in the high mountains
- Training of Class 2 hang glider pilots
- Organisation of Hang Gliding Class 2 (and Class 5) competitions

Its additional, eventual objectives also include:

- With the approval of the proper authorities, to change the definition of ultra-light gliders such that they no longer have to be foot-launchable.
- To ensure that the interests of ultra-light glider pilots are fairly represented within the overseeing aeronautical and airsports authorities, federations, and insurance companies in France and in Europe.

ADPUL is affiliated to the Fédération Française de Vol Libre (FFVL).

4) The Competition Experimentation:

5) ADPUL has experimented with the use of electric auxiliary motorization in class 2 hang-gliding competition during the Southern Alps 4th Big Task in Aspres-sur-Buech from August 11 to August 19, 2018 at the Airfield « Le Chevalet ».

In competition, an average task with turn points might be between 300 and 350km, scored in the usual way: fastest time over the course. Trackers allow the pilots to be followed in real time. This rule change could dynamize pilots and manufacturers of Class 2 aircraft. Pilots can progress in their sport, in the same way as traditional glider pilots, flying much longer, out and return tasks, easily spanning the entire Southern Alps and potentially parts of the northern Alps, and joining the competition scene. Many new Class 2 pilots come from Class 1 and Class 5. Manufacturers too, may be stimulated to continue development if the potential base is expanding.
Please note that our manufacturers in Europe are producing their class 2 aircraft (Swiftlight and Archaeopterix) equipped with electrical auxiliary motorisation

Pilots flying with electrical auxiliary motors, would follow CIVL Section 7 Category 2 rules. All flights would be monitored by tracking equipment which would verify that motors were not used once the target altitude and/or position was achieved from launch. If a motor was re-started in flight, then the pilot will be deemed as landed at that point by the scoring software. Full details and explanation of the use of the auxiliary motor, complete with penalties, would be listed in the Local Regulations.
For example, the auxiliary motor should no longer be used once the glider had reached the normal release point specified by aerotow. A maximum time of use of the motor would also be specified, to ensure fair play for all competitors.

ADPUL's annual competition already attracts many of the world's best Class 2 pilots, and we hope that with this rule change, we can expand the entry to include many more pilots who currently have no competition opportunity. Further, we believe the move will encourage more organisers to run Category 2 competitions, and will hopefully inspire an organiser to bid for the next Class 1 competition as it should be more financially viable. Finally, it will help more pilots progress in the sport and achieve yet longer distance flights – and even extend the world records!

6) **Communication & Publicity**

For last year's FAI World Hang Gliding Class 2 Championship, ADPUL managed to secure an extraordinarily high level of publicity in France and further afield. Videos can be seen on FAI's Youtube channel, Vimeo and on the official competition website and Facebook page. Live tracking was a major feature, helping to bring the event to a wider audience. There was extensive TV coverage in France and several articles. The organisers worked with a top PR Agency as well as regional and national sponsors plus the FAI and XC Magazine. Class 2 Hang Gliders are the highest performance aircraft within CIVL and have been seen to attract considerable attention from the media.

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3 - Level proposal IC TANDEM Safepro

Introduction

FFVL proposes to CIVL an additional level at the 5 levels of the existing IC. This is a level concerning the practice of tandem-flight, allowing recognition of national qualification.
The proposal consists of the creation of a **Pilot Tandem level** in the Safepro progression, and the corresponding IPPI Card. Possession of this Tandem IC would be required for free access to flight sites in countries recognizing the IPPI Card, without possible remuneration of the pilot.

RECOMMENDED SAFETY PROFICIENCY STANDARDS FOR PARAGLIDING

THE CIVL INTERNATIONAL PILOT PROFICIENCY INFORMATION (IPPI) CARD WAS INTRODUCED IN 1992. SINCE THEN, ASSOCIATIONS AND PILOTS THROUGHOUT THE WORLD HAVE BENEFITED FROM ITS INTERNATIONALLY RECOGNIZED STANDARDS. THE IPPI CARD IS BASED ON SAFETY AND TRAINING STANDARDS DEFINED IN THE SAFEPRO DELTA AND SAFEPRO PARA PROGRAMS.

SAFEPRO PARA / PARAGLIDING SAFETY AND TRAINING PROGRAM

Paragliding developed rapidly in the early years with new barriers broken nearly every day. It has developed into a mature activity comparable to any form of aviation in its complexity, requirement for training and attention to safety. While many pilots seek to progress to more efficient gliders and more challenges (cross-country, aerobatics…), we must not forget that humans need time to learn new tasks in a safe manner. Most often, guided training takes place in the early stages while more advanced skills are learned more haphazardly.

To be very clear, there is no reason today to learn alone. All the previous experience would be useless in this case, and the chance of accident very high. In the early days, some accidents were unavoidable because of the pioneering nature of the sport (Lilienthal was the first one), while others could have been avoided simply by proper training.

Analyzing 'pilot error' accidents, many studies show they are mainly caused by a wrong mental attitude. Better knowledge or skills do not necessarily lower the risk of accident (risk homoeostasis), but lowering one's level of acceptable risk does. Of course knowledge is fundamental to anticipate and measure the dangers, better skills may save the pilot from a delicate situation. But above all, it is important for the pilot to adopt the right attitude by lowering his level of acceptable risk. That is

why he should learn to know himself, his mental strength and weakness, and to control his stress and emotions.

Accidents also happen when the pilot takes the step up to a higher stage. A training system should be designed to smooth out these steps with a natural progression to higher pilot ability. A classic learning curve is predictable, meaning that basic steps lead to big progression in the beginning, while later on, a lot of practice leads to small gains. It is highly recommended that the initial progression be under the supervision of an instructor who will educate the student to get a correct attitude for future development of his autonomy.

THE SAFEPRO PROGRAM SHOULD BE SEEN AS A GUIDE (HENCE THE TITLE: A PROGRAM) FOR FEDERATIONS WANTING TO DEVELOP THEIR OWN PROGRAM. THE COUNTRIES WITH A LONG PRACTICE ALREADY HAVE THEIR CULTURE AND METHODS WHICH MAY DIFFER FROM THE SAFEPRO. THE POINT HERE IS THAT ALL ORGANIZATIONS (NATIONAL FEDERATIONS, ASSOCIATIONS AND CIVL) AGREE ON A GENERAL LEVEL FOR EACH STAGE, SO THAT EQUIVALENCES CAN BE FOUND BETWEEN THE DIFFERENT SYSTEMS.

OBJECTIVE

This stage confirms that the pilot has extensive experience in paragliding practice. He is able to fly safely in this discipline, also under pressure on an unknown site, or in demonstrations.

PROGRAM

The learning progression consists of 5 natural stages, from the easy to the more difficult, from low to high, from basic to advanced, being careful not to leave any gap on the way. It also divides the participants into students and pilots, indicating whether they are autonomous or not.

1- Ground Skimming (not flying higher than you would care to fall)

2- Altitude Gliding (altitude and space to do maneuvers, no soaring)

3- Active Flying (preparing for turbulence, recovery and descending techniques…)

4- Soaring (using both ridge and thermal lift)

NEW STAGE 4A – LANDING ACCURACY

5- Senior pilot (mastering one or more advanced practices)

NEW STAGE 5B – CROSS-COUNTRY
NEW STAGE 5C – RACING
NEW STAGE 5D – AEROBATICS

SINCE 2017, ADDITIONAL RATINGS ARE ACCURACY, DISTANCE, RACING AND AEROBATICS.

Each stage is followed by a more complex one requiring new knowledge and skills. It is a natural 'ladder', where a student should climb to progress safely in his paragliding career. There are other steps, such as changing to another harness, or learning to fly a new site or a new glider that may be added to a country's training program.

It is proposed a sixth level named **Tandem pilot**, which recognizes to its holder the competence to fly two under a wing certified by the manufacturer for the tandem flight (EN 926-1 et 926-2).

6- NEW TANDEM PILOT

PROPOSAL TANDEM Pilot's Ability

It can also be broken down to 4 elements:

- Skills
- Knowledge
- Experience
- Attitude

SKILLS ARE THE TECHNIQUES OF CONTROL IN ALL THE FLYING SITUATIONS AND CAN BEST MEASURE A PILOT'S ABILITY, SINCE PARAGLIDING IS A PRACTICAL ACTIVITY. THESE TECHNIQUES ARE MAINLY ACQUIRED THROUGH PRACTICE AND REPETITION WITH CORRECTIONS BEING ADDED BY THE INSTRUCTOR. KNOWLEDGE AND EXPERIENCE ARE 'TOOLS' OF GOOD VALUE USED IN THE LEARNING PROCESS TO IMPROVE THE PILOT'S ABILITY. ATTITUDE ALLOWS THE DECISION-MAKING REQUIRED TO REMAIN WITHIN SAFE LIMITS IS DEVELOPED THROUGH CONSTANT FEEDBACK FROM THE INSTRUCTOR AND APPLYING THE KNOWLEDGE AND EXPERIENCE TO THE CURRENT MENTAL STATE AND THE REAL AND VARIED FLYING SITUATIONS.

SAFEPRO PARA TANDEM / GENERAL DESCRIPTION

STAGE 6 – TANDEM

This additional rating shows that the tandem-pilot masters the specific skills needed to fly tandem-licenses.

SKILLS REQUIREMENTS

- IPPI CARD LEVEL 5 acquired

KNOWLEDGE REQUIREMENTS

Advanced weather analysis
Variable wing loading
Strategies, techniques and dangers flying
Equipment follow-up
European regulations PG and HG

EXPERIENCE REQUIREMENTS

100 flights on 10 differents sites
SIV course strongly recommended, and as a minimum : big angle pitch and pitch control, collapse control

ATTITUDE REQUIREMENTS

Managing stress, emotions, concentration
Taking charge of a passenger
Assessing conditions before the flight
Construction of flight plan
Remaining safe when conditions do not ensure proper safety margins

Agree to give up the flight

PROPOSAL TANDEM REFERENTIAL CERTIFICATION

The training aims to develop the skills necessary for responsible and safe tandem practice. The different competences are grouped by major domains in three UC (competence unit).

UC 1: Mobilize the knowledge necessary to practice safe tandem

- Analyze the meteorological, aerological and topographic elements of a practice area
- Predict changing conditions on a site
- Understand the aerodynamic principles of flying a wing
- Take into account the characteristics of tandem equipment
- Monitor the aging of equipment
- Respect the rules of practice

UC 2: Mastering paragliding techniques in tandem

- Demonstrate technical mastery
- Adapt your technique to different aerologies and topographies
- Explain the different techniques used
- Analyze technical gestures

UC 3: Prepare and perform one or more flights in tandem

- Welcome his or her passengers
- Take into account the characteristics of the public concerned
- Choose a site suitable for tandem flight
- Organize the logistics
- Make flights safe
- Listen to your passenger
- Adapt to changes in the environment
- Evaluate your flight