

*Fédération
Aéronautique
Internationale*



Minutes

of the Annual Meeting of the
FAI Hang Gliding & Paragliding Commission

Salzburg, Austria
on 4 and 5 February 2017

V.2 – November 2017

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FAI Hang Gliding & Paragliding Commission (CIVL)

Minutes of the Plenary Meeting, Salzburg, Austria

4 and 5 February, 2017

In this V2 of the Plenary minutes, texts from some proposals have been added so it is not necessary to refer to the original annexes.

1- Opening of the meeting.

The meeting was opened by the CIVL President Stéphane Malbos. He welcomed the delegates and observers and introduced Susanne Shödel, FAI Secretary General, and Visa-Matti Leinikki, FAI IT Manager.

Majority and voting procedures were explained by Visa-Matti Leinikki, who conducted the roll call.

Roll Call:

27 countries

Austria, Belgium, Bulgaria, China (People's Republic of), Chinese Taipei, Czech Republic, Denmark, FYR Macedonia, France, Germany, Hungary, Italy, Japan, Lithuania, Norway, Poland, Portugal, Romania, Russia, Serbia, Slovenia, Spain, Sweden, Thailand, Turkey, United Kingdom, USA.

9 proxies:

Albania to FYR Macedonia, Algeria to France, Bosnia & Herzegovina to Serbia, Canada to USA, Colombia to Spain, Finland to Norway, Greece to Austria, Hong Kong China to Chinese Taipei, Switzerland to Italy.

Bureau Members

Present:

Stéphane Malbos, President – Igor Erzen, 1st Vice President – Goran Dimiskovski, Vice President – Adrian Thomas, Vice President – Jamie Shelden, Secretary – Zeljko Ovuka, Financial Secretary.

Excused: Wahyu Yudha, Vice President.

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

2- Declaration of Conflicts of Interest, according to FAI Code of Ethics (Annexe 2).

The following delegates declared potential conflict of interest:

- Japan: Ozone importer.
- Austria, Macedonia, Serbia: presenting championship bids.

3- Additions to the Agenda (Annexe 3).

All additions to the agenda were voted and approved unanimously to be added to the agenda. They were discussed at the appropriate time.

- Proposal Great-Britain: Ranking National championships.
- Proposal Bureau: Change of deadlines for registering 'foreign' pilots in Cat 2 events.
- Proposal Bureau: Change of % for accepting 'foreign' pilots in Cat 2 events.
- Proposal Bureau: Software.
- Proposal Russia: Cloud flying penalty.

4- Approval of the minutes of the last Plenary meeting (Annexe 4).

Voted and approved.

5- Report of the FAI Secretary General (Annexe 5).

It was given by Susanne Shödel, who commented on her PowerPoint presentation.

6- Report of the CIVL President (Annexe 6).

It was given by Stéphane Malbos, who added the missing conclusions...

- At the end of these first two-year term, the first point that comes to mind is the complexity of the many issues we are facing, at CIVL's level (software strategy, CCC paraglider implementation...) as well as at FAI's (sporting licences, World Air Games...).
- The second point is the amount of work required to move things forward, and the corollary that when we fail, it is usually because we haven't worked enough.
- The third point is that we might be fools trusting our lives to a few lines, tubes and pieces of fabric to live the dream, but we are also an incredible bunch of talented people. So many thanks to all those in Working Groups, Committees, Bureau and Plenary who are spending time developing our sport instead of going flying.

7- Report of the Bureau activity and decisions that need the Plenary approval (Annexe 7).

Report given by Stéphane Malbos. He underlined two decisions that might be considered as sensitive:

- Two competitions that did not appear on FAI calendar were allowed to be scored in the CIVL ranking.
- The APPI association was allowed to issue the IPPI Card.

Decisions requiring Plenary approval were voted and approved unanimously.

8- Report of the CIVL Treasurer (Annexe 8).

Report given by Zeljko Ovuka.

9- Approval of the 2015 accounts

Voted and approved.

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

Voted and approved.

11- Review of the 2016 Championships and Test Events (Annexe 11).

Championships

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

Test events.

- 21st FAI World Hang Gliding Class 1 in Brazil.
- 12th FAI World Hang Gliding Class 2 in France.
- 15th FAI World Paragliding in Italy.
- 9th FAI World Paragliding Accuracy in Albania.

Stéphane Malbos, commented on a tracklog issue in Brazil, with as consequence various discussions

and proposals.

12- Review of the ‘Road to 2020 World Air Games’ project.

- The FAI Air Games Event Series project (Annexe 12)
- The 2020 WAG: America or South East Asia?

Susanne Shödel and Stephane Malbos commented.

13- Report from the Hang Gliding XC Committee (Annexe 13).

Report given by Jamie Shelden.

No questions or comments.

14- Report from the Paragliding XC Committee (Annexe 14).

Report given by Adrian Thomas.

No questions or comments.

15- Report from the Paragliding Accuracy Committee (Annexe 15).

Report given by Riikka Vilkuna.

No questions or comments.

16- Report from the Paragliding Aerobatic Committee.

No written report provided. Verbal report given, very similar to the Open Meeting report. Check the appropriate annexe to these minutes.

No questions or comments.

17- Report from the Safety Officers.

- Report (Annexe 17a).
- IPPI Card report (Annexe 17b).

Stephane Malbos underlined the need to find a replacement for Raymond. He summed up what Raymond did over his 5 years or so at the helm and tried to analyse his successes and failures.

No further question or comment.

18- Report from the Software Officer (Annexe 18a).

Stephane Malbos explained that CIVL has currently no formal Software Officer, but that it doesn't mean that nothing is happening on this matter. Quite the opposite...

Stéphane summed up the discussions that happened in the Software Open meeting (see Minutes Annex 5): FAI ongoing work, collaboration with Naviter and Flytech, FS future (including releasing FS as an open-source code), distance formula.

The following declaration was submitted to the Plenary:

‘CIVL “vision” and FAI projects, GAP and FS future, approved flight instruments requirements and procedures, accuracy scoring software... The Plenary trust CIVL Bureau to move forward on these matters for the best of the sport and take needed decisions (implementing Working Groups, contacting professionals, choosing partners...). All Bureau decisions will be submitted, as stated by our status, to the agreement of the next Plenary.’

Voted and approved.

19- Report from the Records & Badges Officer.

No written report given. Oral report given by Igor Erzen.

“There is not much new in the Records & Badges. I am following the process of ratifications, which for Accuracy seems to be very difficult, and it can take up to a year. There we have three new accuracy records since we introduced them, and much more in the XC. For sure next year we will have some new propositions, but are not yet ready for this year. S7D looks to be more or less stable. Other than that, diamond badges are been put forward more and more. We still have to find an easier way to approve accuracy diamond badges.”

No question or comment.

20- Report from the Competition Coordinator (Annexe 20).

No question or comment.

21- Report from the Jury & Steward Coordinator (Annexe 21).

The report was given by Jamie Shelden.

Stephane Malbos commented on the current issues.

The FAI regulation, if strictly applied, forbids remote jury and any action of the jury during the competition except advising other officials and ruling on protest.

Jury rules and duties were discussed during the last CASI meeting. CIVL realised that there were many interpretations of the regulation, that some commissions were adapting the rule to their wishes (sometimes to great extent).

CIVL requested that a Working Group be implemented within CASI. It is now and CIVL is part of it.

CIVL is defending two positions:

—That the Representative Jury procedure be adopted so that each nation represented at the competition may designate one pilot to a pool of potential ‘jurors’ who will then rule on any protests.

—That the Jury members are allowed to assist organisers in the competition with administrative or practical matters during the event as long as assistance does not involve any matters that could potentially be the subject of a protest or have influence on the results/scoring.

The purpose and intent of this change is to help dispel the image that CIVL representatives are simply enjoying the perceived benefits of the ‘CIVL travel club’ and costing organisers and pilot money while they do nothing useful or helpful during the competition. If jury members are allowed to assist in ways that do not affect the outcome of the competition, we can start to improve the image of the CIVL and the jury and steward positions.

The CIVL Jury has played such active part during three of the last First Category events:

—Helping hang glider pilots to find their spots in an organised launch, calling them to the take off line, helping them to move their gliders around.

—Taking notes at daily team leaders briefing and, after agreement of the steward and meet director, publish signed briefing’s reports.

Stephane Malbos ask the Plenary’s support on the Bureau philosophy on Jury’s duty by a show of hand.
Approved unanimously.

22- Report from the Communication Officer (Annexe 22).

Report given by Stephane Malbos.

No question or comment.

23- Proposals from the CIVL Bureau.

- **Internal regulations (Annexe 23a).**

1.5.4. Expenses and Remuneration

Remunerated roles will be advertised when they become vacant, and the Bureau will appoint the most appropriate candidate after due consideration and consultation.

Bureau proposal:

Replace the underlined 'will' by 'may'.

Voted and approved.

2.7. Plenary procedures

2.7.1. Moving and seconding

Before any vote on any item on the agenda (or any amendment thereto proposed before or during the meeting) a motion must be made and seconded.

2.7.2. Amendments

Any proposed amendment to an item under discussion may be made verbally or in writing. If requested by the President or any Delegate, it must be made in writing and is read aloud and/or displayed on a big screen before a vote is taken. A motion to amend a proposal must be seconded.

Bureau proposal: Replace by:

2.7. Amendments

2.7.1. Moving and seconding

Any proposed amendment to an item under discussion may be made verbally or in writing. If requested by the President or any Delegate, it must be made in writing and is read aloud and/or displayed on a big screen before a vote is taken.

Voted and approved.

- **1st Category events Sanction fees (Annexe 23b).**

SECTION 7 COMMON

3. Sanction Fee

3.1. Amount of fee

Bureau proposal: Go back to the previous rule.

3.1. Amount of fee

For all Category 1 events, the sanction fee will be €3.20 per pilot per scheduled flying day, not including practice days or specific days dedicated to the opening and closing ceremonies. Notwithstanding this formula, sanction fees will not exceed:

World Championships: €5,120

Continental Championships: €3,200

Voted and approved.

- **Complaint and protest deadlines (Annexe 23c).**

SECTION 7 COMMON

15.7.1 Complaints and Protests

The method and timing limits for complaints and protests shall be stated in the local regulations and be in accordance with the FAI General Section.

Bureau proposal: Add...

After receiving a complaint, the Meet Director must rule on it in the following 24 hours unless exceptional circumstances require more time.

Voted and approved.

- **How to make test events more attractive (Annexe 23d).**

SECTION 7 COMMON

15.3. International Participation

In order to be recognised as a Category 2 event a minimum of 25% of the maximum available places must be set aside for pilots from nations other than that of the Competition Organiser e.g. if the maximum number is 100, 25 of these places will be set aside for international competitors. The registration deadline for foreign

pilots shall be no sooner than 15 days before the start of the competition, after that date unused places can be filled at the discretion of the Competition Organiser.

Bureau proposal 1: Replace by...

In order to be recognised as a Category 2 event, a minimum of 25% of the maximum available places must be set aside for pilots from nations other than that of the Competition Organiser e.g. if the maximum number is 100, 25 of these places will be set aside for international competitors. The registration deadline for foreign pilots shall be no sooner than 15 days before the start of the competition, after that date unused places can be filled at the discretion of the Competition Organiser.

2nd Category events that are test events for 1st Category events may include specific events for foreign pilots e.g. national championships. In this case, the organiser must set aside a minimum of 50% of the maximum available places to other foreign pilots, plus 5 wild cards at the disposal of the Organiser (e.g. if the maximum number is 100, 50 places are truly open to foreign pilots, 5 places are wild cards at the disposal of the Organiser, 45 places are at the disposal of the Organiser for pilots of his nationality or for other National or Open championships).

The registration deadline for foreign pilots shall be no sooner than 90 days before the start of the competition, after that date unused places can be filled at the discretion of the Competition Organiser.

Bureau proposal 2: Add...

15.4 Qualification for Category 1 Event

Pilots who finish in the top 3 of a test event shall be allowed a discretionary entry in the 1st Category event if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.

Proposal 1: Voted and approved. The addition will be added in a subsection (15.3.1).

Proposal 2: 2/3 majority required to pass. 13 against. The proposal did not pass.

- **CIVL GAP definitions (Annexe 23e).**

SECTION 7A XC

Bureau proposal:

GAP Chapter 3, 7, 13 and 14 go in Section 7A and are just summed up in GAP as an indication of where they are defined.

GAP Chapter 6 stays in GAP and is summed up in Section 7A as an indication to where it is defined.

Voted and approved.

- **XC Rest days (Annexe 23f).**

SECTION 7A XC

3.9. REST DAY

After six consecutive days with competition flights, there will be one rest day, unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders.

Bureau proposal: Replace by...

After six consecutive flying days, there will be one rest day, unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders.

'Flying days' are defined in the Local Regulations.

In the Template Local Regulations, the Bureau will add a few possible definitions of what could be a flying day. For instance...

—A flying day is defined as a day when a team leader briefing is held and pilots travel to the take-off regardless of whether any pilot starts a task.

(Can be used in situations where take-off is a significant distance from HQ, hotels, etc., such as Brasilia).

—A flying day is defined as a day when a team leader briefing is held, pilots travel to the take-off, a task is set and at least one pilot takes-off to start the task.

or

—A flying day is defined as a day when the launch window has been opened

(Can be used in situations where the take-off is very close to HQ and travelling to the take-off doesn't take very long – e.g. Krushevo.)

Organisers will be asked carefully consider the conditions of the competition, the nature of the site and craft a suitable definition of a 'flying day', using the examples above, if appropriate.

The Local Regulations are defined with in collaboration with the Steward and are approved by the Bureau and by the Plenary.

Voted and approved.

- **Tracklog points (Annexe 23g).**

SECTION 7A XC

4.4.1 Minimum Track Log Points

The interval between points in the track log must not exceed 5 seconds.

Bureau proposal: Replace by...

The interval between points in the track log must be set to 5 seconds or less.

Voted and approved.

- **Pilot Safety Form (Annexe 23h).**

SECTION 7A XC

8.7.2 PILOT SAFETY FORM

After landing and at the latest when downloading their instruments for scoring purpose, pilots are required to correctly fill out and sign a Pilot Safety Form...

Bureau proposal: Replace by...

After landing and at the latest when downloading their instruments for scoring purpose, it is recommended that pilots correctly fill out and sign a Pilot Safety Form...

The proposal was amended as follows:

'After landing and at the latest when downloading their instruments for scoring purpose, it is mandatory that Pilot Safety Forms are available in the download area.'

Voted and approved.

- **Aerobatic selection deadlines (Annexe 23i).**

SECTION 7B AEROBATIC

2.3.2 Allocation

... This process will continue until the maximum number of pilots is reached or until 60 days before the start of the championship.

Bureau proposal: Change to:

This process will continue until the maximum number of pilots is reached.

The proposal was amended as follows:

'This process will continue until the maximum number of pilots is reached or until 60 days before the start of the championship or otherwise stated in the local regulations.'

Voted and approved.

- **Accuracy selection deadlines (Annexe 23j).**

SECTION 7C ACCURACY

2.3 Allocation

... This process will continue until the maximum number of pilots is reached or until 30 days before the start of the championship.

Bureau proposal: Change to:

This process will continue until the maximum number of pilots is reached.

The proposal was amended as follows:

'This process will continue until the maximum number of pilots is reached or until 60 days before the start of the championship or otherwise stated in the local regulations.'

Voted and approved.

- **Annexes Section 7 (Annex 23k).**

Bureau proposal:

Create an Annexe to Section 7 and publish there those that are not directly rules but more guidelines.

- Safety Briefing.
- Cross-Country Thermalling Guidelines.
- Local Regulations Templates.
- Entry Form Templates.
- Sample Waiver Form.
- Certified Glider Statements
- Paraglider Pilot Experience Declaration Form.
- ...

Specific Section 7 to be modified accordingly.

Voted and approved.

- **IPPI Card price structure (Annexe 23l).**

IPPI Card price structure

Per year

0.20 euro per pilot.

Bureau proposal: Change to:

0.20 euro per pilot, with a minimum charge of 50 euros.

Voted and approved.

- **Ballast and light-weight pilots in XC (Annexe 23m).**

See the Paragliding Open Meeting report (Minutes Annex 3) for the discussion.

In the PWC, all pilots are to be permitted to ballast up to 95 kg total take-off weight allowing them to fly the S sized competition gliders.

It was decided to watch how this ballast rule works in the PWC during this year with a mind to perhaps introduce it into Section 7 if it is found satisfactory, or alternatively not to adopt it if it turns out that the XS CCC wings expected for the Worlds turn out to resolve the issue by being suitably competitive.

No vote required.

- **Approved flight instruments and instrument download (Annexe 23n).**

Approved flight instruments:

No vote required. A Working Group is following the matter.

Instrument download:

Plenary proposal: To be added to Section 7A - 4.4.2.

'The pilot must keep track files available for direct downloading from the instrument until the scores become official in order for the track file to be considered for scoring.'

Voted and approved.

24- Proposals from the Hang Gliding XC Committee.

- **Number of tasks and WPRS validity (Annexe 24a).**

The proposal was withdrawn and the Belgian proposal adopted instead (see point 33A).

- **Push rule (Annexe 24b).**

SECTION 7A XC

3.3.6 Take-off 'Push' System

Committee proposal: Change to (in italic):

... No pilot may move into the start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed. When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently "push" in that task. *In competitions where multiple sequential* launch lanes are used and there is an ordered launch, a "push" applies to all launch lanes as if it was a single launch lane.* In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class. Note: The Meet Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.

** Sequential launch lanes means that pilots are allowed to launch sequentially from the lanes, e.g. first a pilot from Lane 1 launches, then a pilot from Lane 2, then a pilot from Lane 3, then another pilot from Lane 1, etc., in that order.*

The proposal was amended as follows (in italic):

3.3.6 Take-off 'Push' System

...

When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently "push" in that task.

In competitions where multiple sequential launch lanes are used and there is an ordered launch, a "push" applies to all launch lanes in each "launch zone" as if it was a single launch lane.

Sequential launch lanes means that pilots are allowed to launch sequentially from the lanes, e.g. first a pilot from Lane 1 launches, then a pilot from Lane 2, then a pilot from Lane 3, then another pilot from Lane 1, etc., in that order. A "launch zone" is an area where sequential launch lanes are grouped together. Where a site provides for both sequential launch lanes and independent launch lanes, a launch zone is an area where all of the sequential launch lanes are grouped together and are separate from other independent launch lanes.

In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class. Note: The Meet Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.'

Voted and approved.

25- Proposals from the Paragliding XC Committee.

None received.

26- Joint proposals from the Hang Gliding and Paragliding XC Committee.

None received.

27- Proposals from the Paragliding Accuracy Committee.

- **Judging Code (Annexe 27a).**

See Annexe 27a for the full text (6 pages).

It is to be noted that the Code is in continued development.

The proposal was amended as follows:

- Add to the Event Judge's responsibilities, the requirement for observing and to make competition safety flying decisions with regard to weather conditions, particularly at the target.
- The Judging Code should allow for the use and development of non-FAI listed judges for Category 2 competitions.
- The term 'measuring field' in the code is to be replaced with 'target' in line with Section 7C.

- For Category 2 events wording should read, 'if more than 50 pilots are participating in the Event it is recommended that the Event Judge and Chief Judge shall be separate individuals.'

- Relaunching is the Event Judges responsibilities.

Voted and approved.

- **Target size (Annexe 27b).**

Withdrawn.

- **Team size (Annexe 27c)**

Section 7C. Replace existing text: 2.3.1 National Entry and 5.4.4 Team Scores with:

2.3.1 National entry

The maximum number of pilots that a NAC can enter in the competition will be stated in the local regulations.

2.3.2 Team Size

In World Championships, the maximum number of pilots that a NAC can enter in the National Team is 7, not exceeding 5 of the same sex.

In Continental championships, the maximum number of pilots that a NAC can enter in the National Team will be stated in the local regulations.

5.4.4. Team Scores

In World Championships, the nation's team score for each round will be calculated as the aggregate score of the four best scores of the team. If any nation has fewer than four competitors, then a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor.

In Continental championships, the nation's team score for each round shall be the aggregate score of the best Y pilots in the nation's team, where Y is specified in the local regulations. Y is nominally $(X+2)/2$ rounded up to the nearest whole number.

There is no dropping of the worst score in team scoring.

Voted and approved.

28- Proposals from the Paragliding Aerobatic Committee.

None received.

29- Proposals from the Safety Officers.

New SafePro Para (Annexe 29).

Voted and approved.

30- Proposals from the Software Officer.

No proposals.

31- Proposals from the Records & Badges Officer.

None received.

32- Proposals from the Jury & Steward Coordinator.

None received.

33- Proposals from National Airport Control (NAC)

A. Proposal from Belgium (Annexe 33a). Hang Gliding only.

- **Use accumulated task quality for Ta calculation in XC.**

Use accumulated task quality for Ta calculation instead of task count.

The proposal is to calculate Ta as a continuous function of the sum of all available task points.

AP = SUM (available task points)

Ta = $1 - 0,00000000013844770 * (4000 - AP^{2,736966})$ for AP ≤ 4000 and 100% for AP > 4000

which results in the following Ta values:

0	0,0%
500	22,8%
1000	42,7%
1500	59,7%
2000	73,8%
2500	85,0%
3000	93,2%
3500	98,2%
4000	100,0%
4500	100,0%

All competitions that want to appear in the WPRS ranking must use the GAP formula.

The GAP parameters are set to a minimum nominal task of 2 hours.

Plenary amendment:

The GAP parameters are set to a minimum nominal task of 1 hour.

Voted and approved.

B. Proposal from Austria (Annexe 33b). Hang Gliding only.

- **FAI triangle World record flights.**

It should be possible to be started on the leg.

Voted and rejected.

- **Competition Validity for First Category events.**

Most of the proposal withdrawn (it needs more detail to be considered by the Committee) except one change made to S7 5.11.1

Current rule:

The sum of the daily winners' scores must be equal to or more than 1500 points. See Section 7A-5.

New rule:

The sum of the available points for each task flown must be equal to or more than 1500 points. See Section 7A-5.

Voted and approved.

- **Leading Bonus at First and Second Category events.**

Proposal withdrawn.

Matter to be discussed by the Committee and a more detailed proposal to be considered at the next Plenary.

- **Cloud flying at First and Second Category events.**

Proposal discussed.

It is recommended that a 'cloud flying committees' be further tested at upcoming events and added to the local regulations template for potential use by other organisers.

- **Goal parameters.**

Proposals to change hang gliding rules to be consistent with paragliding rules in CIVL GAP.

6.2: the wording specific to hang gliding is removed and the paragliding rule now also applies to hang gliding.

6.3.1: the paragliding rule now also applies to hang gliding.

12.1: End of Speed paragliding rules now also applies to hang gliding.

Voted and approved.

- **Altitude measurements concerning airspace.**

Two proposals were pushed:

Proposal 1

Section 7A 4.1 says...

Only flight recording devices capable of recording both GPS and barometric altitude in the track log are allowed for scoring. It must not be possible to modify the barometric altitude once track log recording has started. Flights will be verified using either GPS track log or live-tracking data. When live-tracking data is used as a primary source of scoring, pilots must be able to produce GPS track logs as a back-up. The FAI has the right to use all data collected in 1st Category events, including track logs, and may publish such data.

New rule:

Only flight recording devices that record both GPS and the International Standard Atmosphere pressure altitude (QNE) in the track log are allowed for scoring. It must not be possible to modify the barometric altitude once track log recording has started. Flights will be verified using either GPS track log or live-tracking data. When live-tracking data is used as a primary source of scoring, pilots must be able to produce GPS track logs as a back-up. The FAI has the right to use all data collected in 1st Category events, including track logs, and may publish such data.

Voted and approved.

Proposal2

Section 7A - 4.4.5 says...

"... Airspace violation checks rely primarily on barometric altitude. Pilots may submit a GPS altitude log as a backup log only in case of problems with the primary barometric log.'

New rule:

"... Airspace violation checks rely primarily on the barometric altitude as recorded on the flight instrument tracklog (the International Standard Atmosphere pressure altitude QNE) and then when necessary corrected by the scoring software for the pressure conditions of the task (QNH). Pilots may submit a GPS altitude log as a backup log only in case of problems with the primary barometric log.'

Voted and approved.

- **Penalties for Airspace restrictions infringements.**

Section 7A - 6.3 says... 'Violation of restricted airspace. Closer than 100 m vertically or horizontally to prohibited airspace: the pilot shall be listed in the scores for each task without penalty. More than 30 m vertically or horizontally within the restricted airspace: zero for the day.'

New rule:

'As an aid to competitors and when reasonably possible with the scoring system, pilots that fly closer than 100 m vertically or horizontally to prohibited airspace will be listed in the scores for each task without penalty.'

Voted and approved.

Proposed by the Plenary:

The Steward for the Brasilia worlds will formulate specifics of a 100 metres 'buffer zone' with graduated penalty provisions, to be approved by HG committee and Bureau and then included in the local regulations. The plenary accepted that the local regulations supersede Section 7A on this matter.

Voted and approved.

- **Functions of organisers.**

Addition of a new rule in Section 7A:

4.4.3 Meet Officials

No person may serve as a meet official (including but not limited to meet director, safety director, organisers, etc.) and a national team member (i.e. pilot, team leader) during the same competition, simultaneously or sequentially, beginning with the first mandatory pilot safety briefing. The intent of this rule is to prevent individuals in a position to effect scoring or results from taking part in both the organisation and the competition itself.'

Voted and approved.

- **Specific tasks for women in 1st Category events.**

The issue was discussed.

It was recommended that for the Brasilia HG Worlds that the women have separate tasks but along the same general course line, with larger turn point radii and different launch and start times prior to the open class launch/starts.

C. Proposal from Bulgaria (Annexe 33c). Paragliding only.

- **Real leading points.**

The proposal will be developed to provide working software and to be tested alongside existing software to identify potential advantages and any unexpected issues. Tested proposal to be brought back to the 2018 plenary for possible incorporation into the scoring system.

D. Proposal from Russia (Annexe 3).

- **Cloud flying penalty.**

The issue was discussed. The proposal was amended as follows:

Where a pilot is penalised with a “zero for the day” and that pilot is the day winner, he shall be scored as absent (ABS) and listed as penalised. If, once the day winner is scored as ABS, the next pilot who would then be the day winner is also penalised with a “zero for the day”, he shall also be scored as absent (ABS), until there is a day winner without a “zero for the day” penalty. The intent of this rule is to remove this pilot’s influence from the day’s score.

Voted and approved.

E. Proposal from Great-Britain (Annexe 3).

- **National championships.**

The proposal was not discussed nor voted.

By Bureau decision after the Plenary, in 2017 only the UK Open will be accepted as Second Category Events even if they have no international participation and relieve them of the requirement to keep 25% of the slots open for international pilots until 60 days before the meet. Pilots will be scored accordingly in the WPRS. This decision is to be approved by the 2018 Plenary.

34- Bids for 2019 Championships.

16th FAI World Paragliding XC.

Were presented:

- Werfenweng, Austria (Annexe 34a).
- Krushevo, FYR Macedonia (Annexe 34b).

- Piedrahita, Spain (Annexe 34c).

The championship was awarded to FYR Macedonia in the first round with 18 votes (Austria: 10 votes; Spain: 7 votes).

10th FAI World Paragliding Accuracy.

- Werfenweng, Austria (Annexe 34d).

The acceptability of the Austrian bid was questioned due to the non-compliance of the rule requiring the organisation of a Second Category event with a minimum of 30 pilots before submitting a bid for a First Category Event. The Plenary refused by a secret vote to make an exception to this rule (22 against, 13 for). The bid was not allowed to be presented.

- Vrsac, Serbia (Annexe 34e).

The championship was awarded to Serbia unanimously.

35- Provisional budget (Annexe 35).

It was presented by Zeljko Ovuka.

Voted and approved.

36- Nominations for Awards.

CIVL Hang gliding & Paragliding Diploma – USA (Annexe 36a).

CIVL Pepe Lopes Medal – GBR (Annexe 36b).

FAI Air Sport Medal – (Annexe 36c).

- Sport Club Cross Country XSC, FYR Macedonia.
- Goran Dimikovski, FYR Macedonia.
- Hang Gliding and Paragliding Sports Federation, Lithuania.
- Sport Club ALGA, Kazakhstan.
- Les Chamois Volants, France.
- Paragliding World Cup Association (PWCA).

All nominations were voted and approved.

37- Venue of next Plenary meeting.

A bid was presented by Portugal for the Porto area.

Voted and approved.

38- Nominations and elections

All positions were open for election for a two-year term. There was no multiple candidacy for any position.

President: Stephane Malbos.

Vice-Presidents: Goran Dimiskovski, Igor Erzen, Zeljko Ovuka, Jamie Shelden.

Secretary: Mitch Shipley.

Financial Secretary: Andy Cowley.

Committees Chairperson:

- Hang gliding: Jamie Shelden.
- Paragliding: Adrian Thomas.
- Paragliding accuracy: Riikka Vilkuna.
- Paragliding aerobatic: Claudio Cattaneo.

All Officers were elected by acclamation.

39- Closing remarks of FAI representative and of CIVL President.

Susanne Shödel thanked the participants and the Plenary organiser, Stefan Brandlehner.

Stefan Brandlehner thanked and invited everyone to a goodbye bortsch soup (Thanks!).

Stephane Malbos thanked everyone for their work and dedication. The Plenary has been efficient. We are learning to work better in all levels of CIVL organisation: Bureau, Committees and Working Groups, Plenary... Our objectives for the coming years are well defined and already under way. FAI is addressing the issues we've been pushing. We are moving together in the right direction, so... Back to work!