

*Fédération  
Aéronautique  
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# **Minutes** of the Annual Meeting of the **FAI Hang Gliding & Paragliding Commission**

**Sao Joao da Madeira**  
on 3 and 4 February 2018

*Maison du Sport International  
Av. de Rhodanie 54  
CH-1007 Lausanne  
(Switzerland)  
Tél. +41 (0)21 345 10 70  
Fax +41 (0)21 345 10 77  
E-mail: [sec@fai.org](mailto:sec@fai.org)  
Web: [www.fai.org](http://www.fai.org)*

March 2018

**FAI Hang Gliding & Paragliding Commission (CIVL)**  
**Minutes of the Plenary Meeting, Sao Joao da Madeira**  
**3 and 4 February, 2018**

*The Plenary was preceded by Open meetings (PG & HG XC, PG Accuracy, Software).  
For information, Open meetings reports are available at the end of these minutes as Minutes Annexes 1 to 4.*

## **1- Opening of the meeting**

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The meeting was opened by the CIVL President Stéphane Malbos. He welcomed the delegates and observers and introduced Frits Brink (FAI President), Susanne Shödel (FAI Secretary General) and Markus Haggenev (FAI Sports & Events Director).

FAI President Frits Brink welcomed all the delegates and provided his perspective on current events at FAI.

Majority and voting procedures were explained by Markus Haggenev, who conducted the roll call.

### **Roll Call:**

#### **28 countries**

Algeria, Austria, Brazil, Bulgaria, China (People's Republic of), Chinese Taipei, Croatia, Czech Republic, Finland, France, FYR Macedonia, Germany, Guatemala, Hungary, Italy, Iran, Japan, Poland, Portugal, Romania, Russia, Serbia, Slovenia, Sweden, Switzerland, Turkey, United Kingdom, USA.

#### **7 proxies:**

Albania to FYR Macedonia, Canada to USA, Denmark to Finland, Estonia to Sweden, Greece to Bulgaria, Hong Kong China to Chinese Taipei, Thailand to China (People's Republic of).

### **Bureau Members**

Stéphane Malbos (President), Igor Erzen, Goran Dimiskovski, Jamie Shelden and Zeljko Ovuka (Vice President), Andrew Cowley (Financial Secretary), Mitch Shipley (Secretary).

### **Committees Chairs:**

Adrian Thomas – Paragliding  
Jamie Shelden – Hang gliding  
Riikka Vilkkuna – Paragliding Accuracy

**Excused:** Claudio Cattaneo – Paragliding Aerobatics Committee Chair.

***All votes were by a show of hands unless otherwise specified.  
In most proposals, required modifications are in red font.***

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

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The following delegates declared potential conflict of interest:

- Japan: Ozone importer.

- Germany – GIN test pilot
- Adrian Thomas – GIN Importer
- Romania, FYR Macedonia, Serbia: presenting championship bids.

### **3- Additions to the Agenda (Annexe 3)**

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- Bureau proposal – Second Category Event application deadline and requirements (Annexe 23 m).
- Bureau proposal – Second Category Event language (Annexe 23n).
- Bureau proposal – Software development (Annexe 23 o).
- Bureau proposal — Scoring approved programs — Leading points (Annexe 23p).
- Bureau proposal – GAP distance measurement (Annexe 23 q).
- Bureau proposal – GAP distance measurement (Annexe 23 q).
- Aerobic Proposal – Manoeuvre and evaluation criteria (Annexe 28).
- Russian proposal – Junior Class, ranking, events (Annexe 33 j).
- German and French Proposal – Create a SafePro Tandem level and the equivalent IPPI grade (Annexe 33 k).
- Brazilian proposal – WPRS point review to make it fairer, less Eurocentric (Annexe 33 l).

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

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

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*Voted and approved unanimously.*

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

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It was given by Susanne Shödel, who commented on her PowerPoint presentation and answered several questions from the delegates.

### **6- Report of the CIVL President (Annexe 6)**

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Verbal summary of the written report given by Stéphane Malbos.

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

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CIVL President Stéphane Malbos presented Annexe 7 and outlined important items. The following decisions required Plenary approval:

- \*Decided to hire a CIVL Administrator. Chose Elena Filonova for the job. Financed a 3-day training.
- \*Realised that the GBR proposal to the Plenary (Annexe 33D) was not discussed. Allowed for 2017 only GBR to organise its National without 25% of the spots reserved for foreign pilots as requested in the proposal.
- \*Published the World HG Class 1 local regulations.

\* Studied and accepted a bid from FYR Macedonia for the 2018 European HG Class 1 and World HG Class 5 World. As it is the same team that organised the same competitions in 2016, agreed that there would be no test event.

\* For the first time a defending champion requested to use her 'Wild Card' right as per Section 7 Common 2.5.2: 'Current World and Continental Champions, male and female, shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.'

Bureau was asked if the following Section 7A rule meant that the host nation would also have an extra spot.

2.3.2: 'The host nation shall have the opportunity of entering the same number of pilots as the top nation, except that in mixed championships they may not enter males as substitutes for females with places allocated under the 1 + 1 rule.'

Bureau decided that: 'Current World and Continental Champions, male and female, that are allowed a discretionary entry to defend their title if not selected as part of the national entry, are not taken into account in the number of pilots of the top nation.' This will apply to 2017 championships.

\* Agreed to change the deadline of requests for exemption of the eligibility-to-compete criteria for the Monte Avena PG XC World: April 9 iso May 2.

\* Clarified and adjusted deadlines for the publication of certification and measurements of CCC Gliders. All manufacturers informed. No remarks from them.

\* Ballast in paragliding: current rule suspended and replaced it by the PWCA rule: 'A competitor's take-off weight, including all flight equipment and the glider, must not exceed the pilot's body weight by more than 33 kg. As an exception, all pilots are allowed to ballast up to reach 95 kg all-up weight.'

\* Accepted instruments: the CIVL list of accepted instrument is considered as not valid anymore. The requirements for instruments are being updated. A new list is in the making but not ready for this Summer championships. The Meet Directors will be the only person responsible to accept or refuse an instrument.

\* Decided that the Hang Gliding Class 2 World Championship would be valid after a last-minute cancellation of a pilot (as consequence, only 3 nations were participating iso four as a minimum according to the rule).

\* Appointed as jurors at the HG Class 2 World: Philip Trueman (GBR), Josef Stellbauer (GER), Cornelia Ruppert (SUI).

\* Included in Section 7 Guidelines a Chapter on how to adjust your XC instrument to the right altitude (How High Am I?).

\* Published the local regulations for the 2018 Pan American Paragliding championship in Brazil.

\* Extended the deadlines for bidding for XC and aerobatic events.

\* Allowed a Cat 2 event (in Australia) to be ranked in the WPRS although it has never appeared on the FAI calendar. It was deemed that the system had failed, the application form having been submitted and the sanction fee having been paid both in time. Took this opportunity to lobby FAI for an automatic online sanctioning system. Got a positive answer. Started to work on the project.

\* Allowed two Cat 2 event to be added to the FAI calendar although the NAC approval was late. The NAC had received the application well in time and apologised for its mistake.

\* Published the local regulations for the 2018 Asian-Oceanic Paragliding Accuracy championship in Thailand.

\* Updated the local regulations for the 2018 Pan American Paragliding championship in Brazil.

*All Bureau decisions voted and approved unanimously.*

## **8- Report of the CIVL Treasurer (Annexes 8)**

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Report, presentation and budget given by Andrew Cowley.

## **9- Approval of the 2017 accounts**

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*Voted and approved unanimously.*

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

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*Voted and approved unanimously.*

## **11- Review of the 2017 Championships and Test Events (Annexe 11)**

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### **Championships**

- 21st FAI World Hang-gliding Class 1 in Brasilia, Brazil.
- 20th FAI World Hang-gliding Class 2 in Aspres-sur-Buech, France.
- 15th FAI World Paragliding in Monte Avena, Italy.
- 9th FAI World Paragliding Accuracy in Vlora, Albania.

### **Test Events**

- 3rd FAI Pan American Paragliding Championship in Brazil.
- 15th FAI European Paragliding Championship in Portugal.
- 1st FAI Asian-Oceanic Paragliding Accuracy Championship in Thailand.
- 6th FAI European Paragliding Accuracy Championship in Slovenia.

No test events were run for the:

- 20th FAI European Hang Gliding Class 1 and in FYR Macedonia
- 8th FAI World Hang Gliding Class 5 Championship in FYR Macedonia

as the events have the same organisers and key officials at the same site as the 2016 Championships.

## **12- Review of the 'Road to 2020 World Air Games' project**

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Verbal report by Markus Haggene and Susanne Schöedel on:

- FAI Air Games Event Series project.
- 2020 WAG.
- 2018 Asian Games.
- 2024 Olympics.
- 1st FAI World Drone Racing Championships.

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

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Verbal summary of the written report given by Jamie Shelden.

## **14- Report from the Paragliding XC Committee**

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Verbal report given by Adrian Thomas.

The main work of the Paragliding Committee was the CCC 2018 update. The document is going through its final error-check and polish right now – but the agreement from the Plenary was for subtle changes only – remove those elements that we cannot accurately measure – mainly wing measurements – , permit pilots to ballast up to 95 kg if they want to, and perform all the test flights on the 95 kg wing, with other sizes to be produced by scaling and manufacturer self-certified – as in CCC 2016 – . That work has taken up most of the Paragliding Committee’s time – thanks Luc, Torsten et al – , but there was some spare energy for Daniel Dimov’s ‘Real Leading Points’ which will be available as an option in FS, implemented by Daniel and allowing leading points to really assess who did all the work leading out, rather than just being a measure of progress.

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### **15- Report from the Paragliding Accuracy Committee (Annexe 15)**

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Verbal summary of the written report given by Riikka Vilkuna.

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### **16- Report from the Paragliding Aerobatic Committee (Annexe 16)**

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In the absence of the Committee Chairman, verbal summary of the written report given by Stephane Malbos.

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### **17- Report from the Safety Officers (Annexes 17)**

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Safety Officer report – Annexe 17a – .

Verbal summary of the written report given by Mitch Shipley.

IPPI Card report – Annexe 17 b – .

Verbal summary of the written report given by Stéphane Malbos.

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### **18- Report from the Software Officers (Annexe 18)**

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Verbal summary of the written report given by Igor Erzen and Mitch Shipley.

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### **19- Report from the Records & Badges Officer**

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Verbal report provided by Igor Erzen.

Not much has been going on through the year. Most of the process for badges is going smoothly without any problems. There has only been one misunderstanding of observers job during one of the record attempts. A proposal has been put forward to address that issue, but CASI must first approve it before we can officially take a vote on it.

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### **20- Report from the Competition Coordinator (Annexe 20)**

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In absence of the former Competition Coordinator, verbal summary of the written report given by Stephane Malbos.

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

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Verbal summary of the written report given by Jamie Shelden.

### **22- Report from the Communication Officer (Annexe 22)**

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Verbal summary of the written report given by Elena Filonova.

### **23- Proposals from the CIVL Bureau (Annexes 23)**

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#### **CIVL Competition Class paragliders requirements evolution (Annexe 23a)**

The requirements include:

- All lines have a minimum of 23 G strength.
- Maximum accelerator travel is defined.
- Measurements are restricted to what is really appropriate: line lengths, accelerator travel...).
- One model is tested by an independent test organisation. The other models can be scaled and tested by the manufacturers.
- The requirement document is tidied up and simplified.

The CIVL Bureau is trusted to implement a dedicated Working Group to define the new requirements and date of implementation for CCC requirements.

They were amended as follows:

Require the relevant flight tests to be performed and/or assessed by an independent accredited test organisation on the S (maximum take-off weight 95 kg) sized glider and permit manufacturer self-certification of other sizes of the glider designed by linear scaling from the S, preserving all weight range from 90 to 125 kg.

*Amendments voted and approved unanimously.  
Modified requirements voted and approved unanimously.*

#### **Guidelines in the event of a casualty (Annexe 23b)**

S7 Common to read

9.1.11 Action in the Event of a Casualty or Serious Accident

The Competition Organiser and Meet Director shall be knowledgeable of and consider following all the procedures outlined in the FAI document 'Guidelines in the Event of a Casualty or Serious Accident at FAI Airsports Events' which is sent to all Category 1 Competition Organisers by the FAI office.

*Voted and approved unanimously.*

#### **Penalties in case of restricted airspace infringement (Annexe 23c)**

Amendment was made to change 'airspace infringement' to 'vertical airspace infringement'.

The proposal adds the following to S7A 6.3:

Vertical Airspace Infringement Penalties: Between XX and zero metres outside the prohibited airspace: linear penalty from zero to YY percent of pilots' points. Between zero to 30 metres inside the prohibited airspace: linear penalty from YY to 100 percent of pilots' points. The values of XX and YY are defined in the local regulations.

*Amendment to the proposal voted and approved unanimously.  
Amended proposal voted 31 in favour and 1 against.*

#### **GAP parameters changes (Annexe 23d)**

*Part 1 of the proposal 'Add to S7A 5.1...' was withdrawn.*

Part 2 of the proposal was to change S7 CIVL Gap Annexe 12.1 ESS but not goal to read: In a task where ESS and goal are not identical, a pilot may reach ESS, but not goal. Reaching goal is seen as 'validating' one's speed section performance. A pilot who does not reach goal after reaching ESS will lose a portion of his time points, as defined by the scoring system penalty parameter for this situation. He will also score full distance points for the distance actually covered and his full leading points. The time point penalty for not reaching goal is seen as a safety measure, since it encourages pilots to plan their final glide to ESS with enough altitude to safely reach goal.

For paragliders the scoring system parameter is to be set at 0% (i.e. no time points awarded) as this discourages high-speed final glides low to the ground.

For hang gliders the default scoring system parameter of 80% is recommended, but can be changed by the local regulations to suit particular sites.

*Part 2 voted and approved unanimously.*

#### **Duration of XC events (Annexe 23e)**

Add the following words to S7 Common 2.5.6 Duration of Championships

To help standardise competition schedules, it is recommended that cross-country opening ceremonies are scheduled on a Saturday and closing ceremonies on a Saturday (13 days later).

In test events, it is recommended that opening ceremonies are scheduled on a Sunday and closing ceremonies on a Saturday (6 days later).

*Voted and approved unanimously.*

#### **Defending champions (Annexe 23f)**

S7A 2.3.2 – Add to current text:

'Current World and Continental Champions, men and women, who are allowed a discretionary entry to defend their title if not selected as part of the national entry, are not taken into account in the number of pilots of the top nation.'

S7B2.3.2 – Add to current text:

'Current World and Continental Champions, men and women, who are allowed a discretionary entry to defend their title if not selected as part of the national entry, are not taken into account in the number of pilots of the top nation.'

S7C 2.3.5 – Add to current text:

'Current World and Continental Champions, men and women, who are allowed a discretionary entry to defend their title if not selected as part of the national entry, are not taken into account in the number of pilots of the top nation.'



*Voted and approved unanimously.*

### **Exemptions and Screening Committee (Annexe 23g)**

#### S7A 2.2.5 Procedure for Checking Qualification

Qualification is to be checked by four parties to avoid unnecessary travel, expenses and disappointment in the event that a pilot's entry is rejected due to not meeting the qualification criteria:

- The NAC or National Association/Federation before selecting their pilots.
- The competition organiser.
- **The CIVL Steward.**
- The pilot.

It is each pilot's responsibility to make sure he is qualified.

#### S7A 2.2.6 Exemptions

**Requesting an exemption is not just another way to be qualified. Exemption to pilot qualification requirements may be given only under exceptional circumstances.**

**For any exemptions, applications** must be made by the pilot's NAC, with supporting evidence of the pilot's international competition history. It is the responsibility of the NAC to ensure this is received by the CIVL President at least 60 days before the start of the competition.

The list of exempted pilots is published on the organisers' website.

When a pilot has competed in a Category 1 event after gaining an exemption, that pilot shall not be eligible for further Category 1 events unless he meets the normal qualification criteria.

#### S7A 2.2.7 CIVL Screening Committee

**A Screening Committee is appointed by CIVL Bureau for each championship. It consists of three persons appointed by CIVL Bureau in agreement with the appropriate Committee Chairperson.**

The Screening Committee shall:

- **Review applications for exemptions.**
- **Request additional information if necessary.**
- **Make decisions with safety in mind and inform NACs, organisers and CIVL President.**

Before reviewing exemption applications, the Screening Committee will discuss and decide the standard of pilots for whom exemptions may be granted. Such standards may be significantly different from one event to another, e.g. for a hang-gliding Sport Class or a Class 2 event.

The **CIVL Steward** will ensure that the correct exemption form is available on the organiser's website.

The application form must include a clear statement of support from the NAC confirming that it believes that participation in the championship by the pilot will not affect the safety of either that pilot or other participants.

Exemption forms which include additional material for consideration may be accepted but any that omit requested information may be rejected.

*Voted and approved unanimously.*

### **Control of Sporting Licences (Annexe 23h)**

#### S7 Common 2.5.4 Sporting Licence

**In First Category events**, each competitor shall hold a valid FAI Sporting Licence issued by the NAC he is representing or by FAI.

FAI Sporting Licences must be registered online. **Only online Sporting Licences are valid.**

FAI Sporting Licences will be checked before the start of the competition **by the CIVL Jury President. They must cover the total duration of the competition.**

It is each NAC responsibility to select only pilots with valid Sporting Licences.  
It is each pilot's responsibility to make sure he has a valid Sporting Licence.

#### S7 Common 12.1.5 Sporting Licence

In Second Category events, **each** competitor shall hold a **valid** FAI Sporting Licence. FAI Sporting Licences must be registered online. **Only online Sporting Licences are valid.** By signing the competition application form to obtain the Second Category Event status, the NAC agrees that it is their responsibility for making sure that all pilots have a valid Sporting Licence.

It is each pilot's responsibility to make sure he has a valid Sporting Licence.

At no point do CIVL control which pilots have valid Sporting Licences.

An NAC has the power to forbid pilots without valid Sporting Licences to take part in the competitions it has sanctioned.

#### S7 Common 12.6.4 Responsibility

**It is the NAC's responsibility to make sure that the results are correct and submitted on time.**

Where a 2nd Category event is not organised by or on behalf of a NAC (e.g. Paragliding World Cup events), the hosting NAC is responsible for ensuring that **the correct** results are submitted on time by the Competition Organisers.

#### S7 Common 13. The World Pilot Ranking System

The WPRS is a system designed to rank all pilots who fly in competitions that are, or have been, FAI sanctioned around the world. A separate ranking is produced for each of the flying disciplines of hang gliding and paragliding.

Each ranking is calculated only from the results of FAI sanctioned competitions. \*

**Results received by CIVL are deemed to be correct and all pilots will be ranked accordingly.**

**The current WPRS formula gives each pilot ranking points.**

Nation rankings are calculated by aggregating the individual WPRS points of a specified number of pilots from each nation.

Rankings are also currently produced by Continent. See: <http://civlrankings.fai.org/>

**Under exceptional circumstances, CIVL reserves its right to allow WPRS ranking points from competitions that have not been FAI sanctioned.**

*Voted and approved unanimously.*

#### **Paying entry fees to FAI (Annexe 23i)**

##### S7 Common 3.2 Method and Timing of Payment

The **top two nations** in the WPRS six months before the start of the championship shall be designated to pay entry fees to the FAI and this will be held as a deposit. **Payment must be made to FAI by the NAC or the organiser.** Any shortfall must be paid by the organiser prior to the start of the event. Any overpayment will be repaid to the Competition Organiser after the successful completion of the event.

The nation to pay entry fees directly to FAI will be announced in the CIVL approved Local Regulations for the event.

*Voted and approved unanimously.*

#### **Ballast for PG pilots (Annexe 23j)**

The proposal was amended by the PG Working Group to make the following changes:

##### S7A 8.5.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards. The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear. Weight can be measured at take-off or landing at the request of the organisers. Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

The total weight, including all flight equipment and glider, must not exceed 33 kilograms in addition to the pilot's weight. **As an exception, all pilots are allowed to ballast up to a total weight of 95 kg including all flight equipment and glider. It is the pilot's responsibility to ensure they have the competence and fitness to launch unaided at this total weight. Sporting Code section S7 9.14 and 9.15 apply.**

The organiser will provide a weight measurement scale. Pilots nominal weight may be checked at registration. Pilots may be weighed before taking-off or after landing.

*Amendment voted and approved unanimously.*

*Modified proposal voted and approved unanimously.*

### **Steward's stipends (Annexe 23k)**

S7A 11.1.6 Funding of Jury and Stewards

11.1.6.2 By CIVL

CIVL is responsible for payment to the steward at 1st Category events and authorised test events of **€100** per scheduled competition day, up to a maximum of 16 days, including up to two days prior to the start if the event. These payments are to be made after a correctly completed expenses form is submitted to the FAI Secretariat and approved as required by current CIVL procedures.

*Voted and approved unanimously.*

### **CIVL Jury Guidelines (Annexe 23l)**

The proposal contained a markup in red font of all the changes to the CIVL Jury Guidelines. A summary of the changes was presented by Stéphane Malbos.

*Voted and approved unanimously.*

### **Second Category Event application deadline and requirements (Annexe 23m)**

S7A 12.2.2. Application for Sanctioning

**As per the General Section of the Sporting Code, in order to be sanctioned as Second Category Event, all required documentation and payment must be received by the FAI Head Office at least 30 days before the start of the event.**

**The competition organiser must provide to the CIVL Competition Coordinator the following documentation well before the 30-day deadline so it can be checked, eventually corrected and processed:**

- the completed application form, along with
- the proof of payment of the sanction fee.

**The sanction fee is paid directly to FAI (see 12.4), preferably at the same time that the application form and proof of payment are sent to the Competition Coordinator.**

*Voted and approved unanimously.*

**The following action item for the Bureau was discussed and approved unanimously, but without being a formal proposal:**

Second Category events: review international participation registration deadlines.

### **Second Category Event language (Annexe 23n)**

#### S7 Common 12.1.2 Language

The rules, regulations and information circulated to NACs and competitors or issued during the event shall be in English and, at the discretion of the organisers, ~~French and/or~~ in the language of the host country. In all interpretations the English language version shall prevail.

*Voted and approved unanimously.*

### **Software development (Annexe 23o)**

Work on cooperation with FAI Head Office and CIAM, FAI Aeromodelling Commission.

Develop within 6 months a software that will automatically:

- Check FAI Sporting Licences when fed a.xls pilot list or equivalent.
- Sanction competitions on line.
- Publish competitions on the FAI calendar.
- Allow competitions not yet fully sanctioned to appear on the FAI calendar.
- Publish results and include them in the CIAM and CIVL ranking system.

Finance the project in cooperation with FAI.

Allow the Bureau to approve the CIVL level of investment when the global cost will be known.

*Voted and approved unanimously*

### **Scoring approved programs – Leading points (Annexe 23p)**

The proposal was amended by the Plenary to make the following changes:

#### S7A 5.3.2 Approved Programs

The FS (Flight Scoring) program is approved by CIVL. It is available free of charge at:

<http://fs.fai.org>

~~NaviterSeeYou and CompCheck with PWC formula may be used only with CIVL Bureau approval.~~

Leading points Proposal:

~~To give more options it is proposed to allow 5 options to increase maximum leading points (0%, 25%, 50%, 75% or 100%) between the existing 110 or 220 maximum leading points.~~

Real Leading points Proposal

~~Publish a new version of FS with the ability to calculate Real Leading Points for testing/evaluating in Cat2 competitions, labelling it clearly as 'Beta Testing for Cat 2'.~~

*Amendment voted and approved unanimously.*

A request to conduct separate voting on the items of this proposal was received and satisfied. The voting resulted in the following split:

- Approved Programs.

*Voted with the following result 31 in favour, 1 against.*

- Leading points.

*Voted and approved unanimously.*

- Real Leading points.

*Voted and approved unanimously.*

### **GAP distance measurement (Annexe 23g)**

The proposal was amended to make the following changes:

#### **S7 CIVL Gap Annexe 4.2 Distance**

In general, task evaluation occurs in the x/y plain, therefore distance measurements are always exclusively horizontal measurements. The earth model used is:

For hang gliding the FAI sphere, with a radius of 6371.0 km, with the intent to change to WGS 84 ellipsoid in 2019.

For paragliding the WGS 84 ellipsoid.

S7 CIVL Gap Annexe 8.1.1 Reaching a turnpoint cylinder

To compensate for the very slight distance measurement differences resulting from the use of different distance measurement algorithms, a 0.05% or minimum of 5 metre tolerance is used for this calculation. This had to be introduced so that a pilot reading the distance to the next cylinder centre from his GPS device can rely on having reached the turnpoint when the distance displayed by the instrument is smaller than the defined turnpoint cylinder radius.

*Amendment to the proposal voted and approved unanimously.*

*Modified proposal voted and approved unanimously.*

### **24- Proposals from the Hang Gliding XC Committee. Contrast and number markings (Annexe 24)**

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The proposal was amended to make the following changes:

Section 7 Common 5.2.4 Contest Numbers

Add to the rule:

Hang Gliding: To improve visibility and make glider identification easier, all competitor gliders must either display two organiser-provided patches of contrasting material with competition numbers on their leading edges or a high contrast graphics or a high contrast nose cone.

*Amendment to the proposal voted and approved unanimously.*

*Proposal voted and approved unanimously.*

### **25- Proposals from the Paragliding XC Committee. Cloud flying (Annexe 25)**

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*The proposal was withdrawn.*

### **26- Joint proposals from the Hang Gliding and Paragliding XC Committee (Annexe 26)**

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None received.

### **27- Proposals from the Paragliding Accuracy Committee (Annexe 27)**

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Following items of Section 7C to be modified:

- Target, target area, automatic measuring system.
- Mixed championships.
- Eligibility to compete.
- National team size.
- Allocation.
- Pre-flights.

- Inability to launch.
- Pilot separation.
- Target closed signal.
- Wind speed limitation.
- Relaunch.
- Rest day.
- Scoring.
- Penalties.
- Airworthiness.
- Radio.
- Judging code, seminar and register.
- Second Category event rules.

In Annexe 27, all modifications are in red font.

*Proposal voted and approved unanimously.*

## **28- Proposals from the Paragliding Aerobatic Committee (Annexe 28)**

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Following items of Section 7B to be modified:

- Manoeuvre definitions.
- Manoeuvres withdrawn.
- Reorganisation of coefficients.
- Judges' marks.

In Annexe 28, all modifications are sidelined on the left.

*Proposal voted and approved unanimously.*

## **29- Proposals from the Safety Officers (Annexes 29)**

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### **SafePro Delta. Annexe 29a**

The document has been revised extensively to be in line with SafePro Para.

### **SafePro Para (Annexe 29b)**

Following items to be modified:

- SIV requirements.

In Annexe 29b, all modifications are sidelined on the left.

*Both proposals voted and approved unanimously.*

## **30- Proposals from the Software Officer. Flight Recorder Specification (Annexe 30a)**

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This is a brand new 11-page document.

*Proposal voted and approved unanimously.*

**The following action item for the Bureau was discussed and approved unanimously, but without being a formal proposal:**

Make FS Open source.

### **33- Proposals from National Airport Control (Annexes 33)**

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#### **Proposal Denmark. Minimum number of pilots (Annexe 33a)**

Proposal was discussed and amended to make it valid also for paragliding.

Section 7 Common 12.5.1.1 Minimum Numbers – XC Competition

**There are no requirements for a minimum number of competitors, but a minimum number can be stated in the local regulations.**

*Amendment to the proposal voted and approved unanimously.*

*Proposal voted and approved unanimously.*

#### **Proposal France. Records procedure (Annexe 33b)**

Section 7D

8.1 Authority

Official Observers are appointed by a NAC (or its delegated National Association). They are empowered to control and certificate flights for FAI Records, Badges, Championships and Competitions in their own country **and in another country.**

General Section

7.4.2 When a record attempt both originates and terminates in a country other than that of the Organising NAC, **the organising NAC is responsible for informing, if necessary and applicable, that other NAC in advance of a planned record attempt over its territory.**

*Proposal voted and approved unanimously.*

*It will be pushed to CASI.*

#### **Proposal France. Class 2 auxiliary motor for launch (Annexe 33c)**

*The proposal was withdrawn.*

The Bureau is tasked to create a Working Group to study the issue.

#### **Proposal Germany. Stopped Task (Annexe 33d)**

*The proposal was withdrawn.*

#### **Proposal Germany. Team Score (Annexe 33e)**

*The proposal was withdrawn.*

#### **Proposal USA. HG Live-tracking delay (Annexe 33f)**

Section 7A

4.1.3.1 Mandatory Delay: In Hang Gliding, **any publicly available feed provided by the organisation must have a delay of no more than 10 minutes**

*Proposal was voted and approved unanimously.*

#### **Proposal USA. Max number of HG pilots (Annexe 33g)**

The proposal was amended.

Section 7 A

2.1 Entry

2.1.1 Hang gliding

The maximum number of pilots permitted is **125.**

*Amendment to the proposal voted and approved unanimously.  
Proposal voted and approved unanimously.*

**Proposal South Korea. Processing Cat 2 results (Annexe 33h)**

*Proposal voted and rejected unanimously (2 abstentions).*

**Proposal Austria. Class 5 – Team size (Annexe 33i)**

*The proposal was withdrawn.*

The event local regulations can take care of the issue.

**Proposal Russia. ‘Junior’ (Annexe 33j)**

*The proposal was withdrawn.*

The Bureau is tasked to create a Working Group to study the issue.

**Proposal Germany and France. Safe Pro Tandem (Annexe 33k)**

Create a SafePro Tandem level and the equivalent IPPI grade.

*Proposal voted and approved unanimously.*

**Proposal Brazil. WPRS (Annexe 33l)**

To task CIVL to seriously look into this matter to find a solution to reduce disadvantage for non-European competitions points in WPRS, with perhaps the idea of taking the top 25% to 33% pilots as the reference of the event’s points instead of the top 50% pilots as it’s today.

*Proposal voted and approved unanimously.*

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**34- Bids for 2020 Championships (Annexe 34)**

**7<sup>th</sup> FAI European Paragliding Accuracy**

*A secret vote was made:*

Sibiu, Romania: 18

Prilep, FYR Macedonia: 11

Abstention: 4

*The championship is awarded to Sibiu.*

**16<sup>th</sup> FAI European Paragliding XC**

Pantelej-Nis, Serbia (Annexe 34c).

*The championship is awarded by acclamation to Pantelej-Nis.*

**1<sup>st</sup> FAI Asian-Oceanic Paragliding XC**

Bright, Australia (Annexe 34d).

*The championship is awarded by acclamation to Bright.*

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**35- Provisional budget (Annexe 35).**

It was presented by Andrew Cowley.



*Voted and approved unanimously.*

### **36- Nominations for Awards (Annexes 36)**

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#### **Diplomas (Annexe 36a)**

CIVL Hang gliding and paragliding Diploma – Pat Crowe, Australia

*Voted and approved unanimously.*

#### **FAI Air Sport Medal (Annexe 36b)**

FAI Air Sport Medal to be awarded to:

- Association pour le Développement du Planeur Ultra-Léger (ADPUL).
- Francisco Magalhães dos Santos (aka Chico Santos) and Betinho Schmitz.
- AeCI Feltre and Para&Delta Feltre ASD.

*Voted and approved unanimously.*

#### **CIVL Pepe Lopes Medal**

None received

### **37- Venue of next Plenary meeting (Annexe 37)**

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The plenary trusts the Bureau to decide if it will be in Lausanne or in Malaysia.

*Voted and approved unanimously.*

### **38- Nominations and elections**

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None this year.

### **39- Closing remarks of FAI representative and of CIVL President**

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Susanne Shödel, Stephane Malbos and Frits Brink thanked the participants and the Plenary organiser, Fernando Amaral, Antonio Fernandes and Cristiano Pereira.  
We are on a roll!



<p style="text-align: center;"><b>CIVL 2018 PLENARY MINUTES ANNEXE 4</b> <b>PARAGLIDING XC WORKING GROUP OPEN MEETING REPORT</b></p>
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*Adrian Thomas*

**Attendees:**

Agroum Said (Algeria), Siess Herbert (Austria), Brandlehner Thomas (Austria), Thomas Milko (Brazil), Dimov Daniel (Bulgaria), ZHANG JUN (China), Odžak Jerko (Croatia), Kamil Konecny (Czech Republic), Herrala Juha (Finland), Nossin Marc (France), Mathurin Didier (France), Dimiskovski Goran (FYR Macedonia), Friess Robin (Germany), Honti Adél (Hungary), Razeghi Mohammad (Iran), Sonzogni Barbara (Italy), Zammarchi Paolo (Italy), OKA Yoshiki (Japan), Ellefsen Øyvind (Norway), Jaxa-Rozen Jedrzej (Poland), Cristiano Pereira (Portugal), Fernando Amaral (Portugal), Belova Evgeniya (Russia), Ovuka Zeljko (Serbia), Jondzic Ugljesa (Serbia), Erzen Igor (Slovenia), Sigel Michael (Switzerland), Baycora Murat (Turkey), Yıldiz Abdullah (Turkey), Thomas Adrian (United Kingdom), Chettleburgh Philip (United Kingdom), Shelden Jamie (USA), Malbos Stephane (CIVL), Cowley Andrew (CIVL)

**Agenda: PG XC specific items:**

1. Bids: 1<sup>st</sup> Asian-Oceanic Championships (Bright) 5-19 Dec 2020: good proposal, experienced team, good site, test event 15-21 Dec 2019 (one year before), fulfils the criteria.
2. Bids: Euro PG XC Serbia, (Nis) 18-31 July 2020: good proposal, experienced team, good site, test event 20-27 July 2019 (one year before), fulfils the criteria.
3. Russia proposal: Junior Cat 1 championships. While the idea of supporting juniors had broad support, the proposal needs work, for example to define the minimum age of competitors (12 years for Accuracy in Russia, 16 or older for most countries). For competitions with under 18s present there are considerable safeguarding issues. The Paragliding Committee and Open Working Group recommend further work on this proposal.
4. Germany team score proposal: needs modification – suggestion to use FTV for team scores as well. Action Didier/Stefan. Proposal withdrawn.
5. Germany stopped task proposal: not for ALL tasks. Not for 0.2 distance. Action PG committee to discuss and reconsider. Proposal withdrawn.

6. Cloud flying proposal: start cylinders with an upper altitude limit set as part of the task definition (similar to airspace limits), with penalties for crossing the start above the altitude limit. There was no support in the Working Group for the proposal as is because there are too many edge cases with, for example, pilot spiralling down to get through the height barrier and avoid penalties. These issues may or may not occur in practice. Paragliding Committee and Open Working Group recommendation is to have this implemented as an option in FS so it can be tried out in Cat 2 events during 2018.
7. Ballast proposal: supported generally. The wording in the appendix needed correcting. The current wording from section 7a is presented below, with the proposed addition in red:

#### 8.5.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards.

The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear. Weight can be measured at take-off or landing at the request of the organisers.

Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

The total weight, including all flight equipment and glider, must not exceed 33 kilograms in addition to the pilot's weight.

As an exception, all pilots are allowed to ballast up to a total weight of 95 kg including all flight equipment and glider. It is the pilot's responsibility to ensure they have the competence and fitness to launch unaided at this total weight.

Sporting code section S7 9.14 and 9.15 apply.

The organiser will provide a weight measurement scale. Pilots nominal weight may be checked at registration. Pilots may be weighted before taking-off or after landing.

Note that Sporting Code S7-common sections 9.14 and 9.15 apply:

#### 9.1.4 Pilot Competence

Both the Meet Director and the Safety Director have the power to exclude from the Championship pilots who demonstrate a lack of the necessary skills for safe launching, flight or landing. The steward will be consulted before such decision is taken.

#### 9.1.5 Fitness

A pilot may not fly unless he is fit. Any injury, drugs or medication that might affect the pilot's performance in the air must be reported to the Director before flying.

8. CCC 2018: The proposed CCC 2018 update was discussed in the Open Working Group. The revised proposal is available from the document cloud: [docs.fai.org/CIVL](https://docs.fai.org/CIVL)

#### Summary:

There was strong support for the reinforcement requirement for the 23G theoretical load test for all CCC wings, the advantages discussed were the resulting increase in line strength and line-set longevity compared to the thinner line sets that have been pushed through physical load tests, the substantial reduction in costs and time-

delays for manufacturers, the reduced entry barrier to new manufacturers of CCC wings.

There was no support for moving away from the CCC 2016 flight tests, the rule will remain:

“Require the relevant flight tests to be performed and/or assessed by an independent accredited test organisation on the XS (maximum take-off-weight 90kg) sized glider and permit manufacturer self-certification of other sizes of the glider designed by linear scaling from the XS.”

The Working group discussed whether the XS or S should be the base tested size. The suggestion was to go to S (95kg) from XS for three reasons: Firstly, to conform to the Ballast proposal. Secondly, because experience during 2016-2017 is that even with XS gliders available pilots choose to fly the S because it is perceived as having higher safety and performance even though lightly loaded and it makes more sense to focus development efforts on a size of glider that is actually used. Thirdly, because manufacturers struggle to find test pilots who are suitably qualified and skilled to test the XS within its weight range.

The working group discussed the findings of measurements during 2016-2017, and noted that almost all accelerator systems measured in 2017 have been found to permit 14.50 mm of travel – exploiting fully the 5 mm tolerance permitted in CCC 2016 regulations. It is proposed therefore to eliminate the tolerance and reduce accelerator travel from 14 cm with tolerance 5 mm to 14 cm.

The working group also discussed the findings from sail measurements made during 2016-2017, which have concluded that the sail cannot be measured sufficiently reliably with sufficient repeatability at competitions for these measurements to be used as part of the glider regulations, with the exception of the tab positions: the distance between the line attachments along the ribs.

There was therefore very strong support for removing the regulations regarding aspects of glider shape that cannot be measured accurately: span, chord and wing shape.

The proposal is to base the CCC 2018 regulations exclusively on those features of gliders that can be accurately measured at competitions: accelerator travel, riser layout and lengths, line layout and lengths, line attachment layout.

### **Additional Items**

Additional items also affecting PG XC were discussed in detail and will be dealt with in the Plenary:

1. Defending champion
2. Duration xc events
3. Restricted airspace
4. GAP parameters
5. Flight recorder specifications
6. Real Leading Points



## CIVL 2018 PLENARY MINUTES ANNEXE 4

### PARAGLIDING ACCURACY WORKING GROUP OPEN MEETING REPORT

*Riikka Vilkuna*

#### **Attendees:**

Valentin Popa (Romania), Zeljko Ovuka (Serbia), Andy Shaw (UK), Andy Cowley (UK), Mohammed Razeghi (Iran), Uglesja Jondzic (Serbia), Kamil Konecny (Czech republic), Sandor Kascas and Brigitta Gergely (Hungary), Riikka Vilkuna (Sweden), Yoshiki Oka (Japan), Jun Zhang (China), Thomas Milko (Brazil), Nossin Marc (France), Friess Robin (Germany), Igor Erzen (Slovenia), Evjenija Belova (Russia), Agroum Said (Algeria), Razeghi Mohammad (Iran)

#### **1. What happened in PGA in 2017?**

##### a. PGA Committee

At last year's Plenary a new PGA Chair was elected and PGA Committee working groups were established. There has been a general reset of PGA activities with a view to further improve the PGA Committee work supporting a orderly development of the discipline worldwide.

##### b. Events

- i. The 7th FAI World PGA Championship was held in Albania:
  - many new 'issues' were identified and as a result:
  - several rule change requirements were identified (refer to Section 7 C Plenary proposal)
- ii. Two pre-events competitions: Asian-Oceanic in Thailand, Europeans in Slovenia:
  - The Asian-Oceanic event identified several improvements were required before the main event including change of site and launch method. (Hill to Winch Tow)
  - The European event went off with any significant concerns.
- iii. In 2017 there were 67 Category 2 events
- iv. Five PGA judging seminars were held in: Taiwan, Estonia, Slovenia, Albania and Thailand. These were convened to ensure that the standard of PGA Cat1 Judges reflect the skills of the top pilots.

##### c. Global Participants

- i. There are now over 2000 pilots including 250+ females, representing over 50 countries in the WPRS.

- ii. Several new countries are starting PGA and include Brazil, Mongolia, Iran and Algeria.

## **2. Work**

- i. Proposals to the Plenary were reviewed including four minor amendments to Sporting Code Section 7 C – v3 020218
- ii. Information from 2017 Cat 1 pre-events was provided to the PGA Committee.
- iii. Future questions (and a work plan) were discussed; these included:
  - competitor allocations,
  - wind direction changes,
  - tandem accuracy competitions
  - removal of rule to dropping scores
  - over limit wind speed reflights

Each subject was considered with a direction that all must be properly considered by all Committee members to assess feasibility for proposals at a future Plenary.

- iv. Bids for 2020 Cat 1:European Championships: (Romania and Macedonia) were listed for information.
- v. A update of the progress of a new target procurement for Cat1 events was provided.
- vi. Progress on new CIVL judging logbooks format and procurement was reported.

There were no 'Other Issues'.



<p style="text-align: center;"><b>CIVL 2018 PLENARY MINUTES ANNEXE 4</b> <b>HANG GLIDING WORKING GROUP OPEN MEETING REPORT</b></p>
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Jamie Shelden

**Attendees:**

14 committee members and visiting pilots present: Herbert Siess (Austria), Frank Nadler (Austria), Daniel Dimov (Bulgaria), Barbara Sonzogni (Italy), Mitch Shipley (US), Didier Mathurin (France), Phil Chettleburgh (UK), Adrian Thomas (UK), Akira Matazono (Japan), Jose Sandoval (Guatemala), Leo Conde (Guatemala), Juha Herrala (Finland)

Proposals discussed:

**1 – HG Committee Proposal re Contrast and Number Markings: (Annex 24)**

Section 7 Common 5.2.4 Add to the rule: ‘Hang Gliding: To improve visibility and make glider identification easier, all competitor gliders must display two organizer-provided patches of contrasting material with competition numbers on their leading edges.

**2 – Bureau Proposal re Approving new SafePro Delta . (Annex 29a)**

SafePro Delta has been updated and revised by Raymond Caux.

**3 – Danish Proposal re No Minimum Numbers in Category 2 Events: (Annex 33a)**

12.5.1. Minimum Numbers:

12.5.1.1 XC Competition

Paragliding: The minimum number of competitors required to validate a 2nd Category event shall be no less than 10 pilots. Make this apply to PG as well. Also make sure it's changed in WPRS Formula.

Hang Gliding: There are no requirements for a minimum number of competitors. But a minimum number can be stated in the local regulations.

**4 – French Proposal re Hang Gliding Class 2 Auxiliary Launch Motors (Annex 33c)**

Section 7 (Common Section)

Proposed addition to 1.4.2:

Wheels and other Launch Aids: • Class 2 hang gliders fitted with an 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 Auxiliary motors 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 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 Auxiliary motors (Class 2) Where an 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.

Checking to see if France would like to withdraw this proposal and make modifications for the next Plenary to address fairness issues.

## **5 – US Proposal re Live Tracking Delay (Annex 33f)**

Live tracking is mandatory in Category 1 events and test events. Organisers may request an exemption at the time of bidding. Using the live tracking information as a strategic aid to pilots is an unsporting behaviour.

4.1.3.1 Mandatory Delay: In Hang Gliding, any publicly available feed provided by the organization must have a delay of no more than 10 minutes to be specified in the local regulations and approved by 2/3 majority of the team leaders. (Proposal amended to include the portion in blue print).

## **6 – US Proposal re Maximum Number of Competitors in Category 1 Events (Annex 33g)**

Sporting Code S7A – Cross Country

2.1 Entry

The maximum number of pilots permitted is 125. (Proposal amended to include the portion in blue print).

The maximum number of pilots constituting a national team is 6.

The Local Regulations shall state:

- The number of pilots that may be accepted in the championship.
- The number of pilots that may be entered by a NAC.
- The number of pilots of each sex who may be entered by a NAC (if applicable).
- The number of pilots constituting a national team.

## **7 – Bureau Proposal re GAP Parameters (Annex 23d)**

Proposal:

Add to S7A 5.1 Competition Validity: In order to assure sufficient opportunity to determine the level of a competition pilot's flying and decision-making skills that warrant the award of the maximum task points (i.e. 1000 points), the minimum GAP parameters for nominal task time is 90 minutes and nominal task distance is 45 km.



Change S7 CIVL Gap Annexe 12.1 ESS but not goal:

In a task where ESS and goal are not identical, a pilot may reach ESS, but not goal. Reaching goal is seen as “validating” one’s speed section performance. A pilot who does not reach goal after reaching ESS will lose a portion of his time points, as defined by the scoring system penalty parameter for this situation. He will also score full distance points for the distance actually covered and his full leading points. The time point penalty for not reaching goal is seen as a safety measure, since it encourages pilots to plan their final glide to ESS with enough altitude to safely reach goal. For paragliders, the scoring system parameter is to be set at 0% (i.e. no time points awarded) as this discourages high-speed final glides low to the ground. For hang gliders the default scoring system parameter of 80% is recommended, but can be changed by the local regulations to suit particular sites.



## CIVL 2018 PLENARY MINUTES ANNEXE 4 SOFTWARE OPEN MEETING REPORT

*Igor ERZEN, Mitch SHIPLEY*

### **Attendees:**

Agroum Said (Algeria), Brandlehner Thomas (Austria), Thomas Milko (Brazil), Dimov Daniel (Bulgaria), Mathurin Didier (France), Friess Robin (Germany), Honti Adél (Hungary), Zammarchi Paolo (Italy), OKA Yoshiki (Japan), Ellefsen Øyvind (Norway), Jaxa-Rozen Jedrzej (Poland), Cristiano Pereira (Portugal), Belova Evgeniya (Russia), Ovuka Zeljko (Serbia), Jondzic Ugljesa (Serbia), Erzen Igor (Slovenia), Thomas Adrian (United Kingdom), Chettleburgh Philip (United Kingdom), Mitch Shepley (USA)

### **1. Software development (Annexe 23o)**

Introduction of the Bureau proposal of Software development of competition registration online, from all stages of the process, from registration of the competition on the FAI calendar, to payment through the PayPal, sanctioning, registration of the pilots and checking of their licences, to sending results to FAI, and publication online and WPRS. We have basic points on what need to be taken care, full and detailed specification will follow, but main idea has been presented. A budget will be studied but it should be reasonable, and Bureau will keep an eye over it.

### **2. GAP distance measurement (Annexe 30b)**

Decision to calculate distance according to WGS84 instead of FAI sphere, and accordingly lower the cylinder tolerance from 0,5% down to 0,05%. Daniel Dimov said that implementing WGS84 distance calculation to FS is not a problem and is more or less done, need only a few more extra hours of work. There are no objections is lowering the tolerance down to 0,05%, also Andrej and Joerg have both confirmed that it is a good idea. The majority of the people present thinks that switching to WGS84 is also a good idea, as some of the new instruments are only capable of calculation with the WGS84 ellipsoid. Majority of instruments on the market today can either use both WGS84 ellipsoid or FAI sphere or FAI sphere only, feeling of both Andrej and Joerg is that we should not switch to WGS84 just because of few manufacturers. With switching we might effect more pilots than we benefit. Andrej is also letting as us know that IGC has switched back from WGS84 ellipsoid to FAI sphere. Something to think about.

### **3. CIVL Flight recorder specification ( Annexe 30)**

Presentation on what we expect from future instrument manufacturers in regards to files, G-records, etc. Specification is a lot in line with IGC model, with a slight modification to be easier on manufacturers, so they do not need to go through an expensive process or certification. Everyone in the room agreed that it is the right way to go.

#### **4. FS – Open sourcing**

For a while we have been struggling to find a substitute for an FS “spaghetti” software that we currently have. Naviter has been developing their own software SeeYou and they are willing to offer it for free to competition organizers. For the past year there has been a lot of testing, and May 1st deadline to have it publicly available has past and they have only sent it to test users somewhere during the fall. There has not been decent response from testers so filling from the Software WG is that we try to keep FS as alive as possible, until we are 100% sure that SeeYou will work flawlessly. It is also opinion of the WG that Open Sourcing of the FS is necessary and that GNU AGPLv3 Open Source licence is the most suitable for our purpose. Joerg agrees that it is a good idea to Open SourceFS, but would like to wait until SeeYou will also be official scoring tool.

#### **5. Flare Timing**

Phil de Joux is working on his scoring Flare Timing based on FS that would allow scorers to analyse distribution of the points throughout the task. Eventually it would be able to score a task as well but more work will have to be done. Opinion of the WG and Open meeting is that adding Flare Timing to GAP document is good, because it will allow scorers to go through the document and get to know the system a bit more and help contribute to it.

#### **6. Leading points (Annexe 23p)**

Currently FS only has an option to have Double leading points, discussion and opinions on the Open meeting was that we should allow more options in a way that a slider will be implemented in the FS so that organizers can choose more options in between min and max that we have now.

#### **7. New software (Annexe 23p)**

In light of the fact that SeeYou is not yet 100% ready we would like to keep FS as our primary scoring software at least until there is new working software available. SeeYou would be approved by the Bureau after positive feedback from the testers. Discussion was also going in a way if we should allow other software like CompCheck to be on the list of approved software to be used in Cat1s. There are different opinions in the group, and there has been no vote to evaluate the exact percentage. Some also think that we should allow any software as long as it can score a competition with the latest GAP formula. Testing new software and comparing it with past competitions is a relatively fast and easy process and should not be a problem. If that would be the way, then all we would need is a list of software that has been tested so organizers can know which software they can trust, and still be free to use whichever they wish.