

*Fédération  
Aéronautique  
Internationale*

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## **Annexe 1**

Minutes  
of the Committees Open Meetings  
**FAI Hang Gliding & Paragliding Commission**

**Lausanne**  
on 31 January and 1 February 2019

February 19, 2019

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## **CIVL INTERNAL REGULATIONS 2016**

2.6. Committee and Working Group meeting procedures Committees and Working Groups may hold Open meetings just prior to the Plenary meeting. The aim of this meeting is to present and promote discussion of the work of the Committee or Working Group during the past year, in particular:

- those issues that have resulted in proposals brought to the Plenary Agenda by that Committee or Working Group,
- other Plenary Agenda proposals that may have an impact on the work of the Committee or Working Group,
- to create a work plan for new issues arising in the coming year.

The views aired at an Open meeting should be thoroughly considered by the members of the Committee or Working Group, which may result in the decision to amend the proposals brought to the Plenary by that Committee or Working Group and which may necessitate a Closed meeting following the Open meeting. Alternatively, the Delegate can propose an amendment at the Plenary.

The Committee or Working Group cannot introduce proposals on new business discussed immediately prior to the Plenary.

2.6.1. Sporting Code (Section 7) meeting The Sporting Code Officer should hold a meeting immediately after the other Committee and Working Group pre-Plenary meetings in order to coordinate and prepare for the implementation of all proposals concerning changes to Section 7 of the Sporting Code.

# 1 Joint Open Meeting of Hang Gliding & Paragliding Committees

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31 January 2019

**Meeting Chairs:** Jamie Shelden (USA), Goran Dimiskovski (FYR Macedonia)

**Present Bureau Members:** Stephane Malbos (President), Jamie Shelden (Vice-President), Igor Erzhen (Vice-President), Zeljko Ovuka (Vice-President), Goran Dimiskovski (Vice-President), Andrew Cowley (Treasurer), Mitch Shipley (Secretary).

**Present Committee Chairs:** Riikka Vilkkuna (PGA), Claudio Cattaneo (PG Acro), Jamie Shelden (HG)

**Present CIVL Administrator:** Elena Filonova

**Attendees:**

Thomas Milko (Brazil), Jun Zhang (China), Niels Askirk (Denmark), Esa Alaraudanjoki (Finland), Marc Nossin (France), Didier Mathurin (France), Goran Dimiskovski (FYR Macedonia), Barbara Sonzogni (Italy), Gianbasilio Profiti (Italy), Yoshiki Oka (Japan), Masahiro Kitano (Japan), Gin Seok Song (Korea), Jaxa-Rozen Jedzej (Poland), Cristinao Pereira (Portugal), Antonio Fernandes (Portugal), Zeljko Ovuka (Serbia), Igor Erzhen (Slovenia), Michael Sigel (Switzerland), Phillip Chettleburgh (UK), Andrew Cowley (UK), Jamie Shelden (USA), Mitchel Shipley (USA), Joerg Ewald (SUI)

**Arrived Late:** Elsa Lin-Chin Mai (Chinese Taipei), Antonio Fernandes (Portugal).

**The following items of the CIVL Plenary Agenda were discussed:**

## 1.1 Additions to the Agenda (Annexe 3)

Proposal Bureau – Sanctioning Cat 2 in countries with no NAC (Annexe 23g)

Proposal Committee PG Aerobatic – Projects and budget (Annexe 28a)

Proposal Committee PG Aerobatic – Minimum number of pilots in Cat 2 (Annexe 28b)

From Hungarian pilots: Records and Badges, various proposals (Annexe 33g)

Award nomination from Slovenia: Pepe Lopes Medal (Annexe 36d).

Provisional and official results publication (Annexe 23h)

Proposal Accuracy Committee Safety Director Requirement (Annexe 27c)

Late bid for plenary from Turkey. (Annexe 37)

## 1.2 Review of the ‘Road to 2020 World Air Games’ project (Annexe 12)

2020 FAI World Air Games.

2022 FAI World Air Games

FAI Air Games Series project.

2018 Asian Games.

CIVL, FAI and the Olympics: Introduction by FAI Secretary General and CIVL President and open discussion.

The meeting has accepted a suggestion:

World Air Games that are planned to be held in September 2022 with together World Championship title (no Continental championship shall be held in this year) will be discussed by HG and PG groups separately.

## 1.3 Proposals from the CIVL Bureau (Annexes 23a to h)

### **Protest deadlines (Annexe 23a)**

Annexe was amended as follows:

In S7A – 7. Complaints and protests

Changes are in red.

#### **7.1 Complaints**

A complaint **should** be made to the Meet Director or his Deputy, preferably by the Team leader, in writing in English. It must be made within 4 hours of the publication of the provisional results **posted on the headquarters official board**. If provisional results are published after 22:00h, **the complaints deadline shall be no earlier than 11:00h** the next day.

For the last competition task, complaints must be submitted **no later than 1 hour** after the publication of the provisional results **that are posted on the headquarters official board**.

Complaints will be dealt with expeditiously.

The Local Regulations **may** adjust the complaint deadlines.

Complaints **and rulings on complaints shall be** published on the headquarters official board.

#### **7.2 Protests**

If the complainant is not satisfied with **the Meet Director's response**, a protest may be made to the Meet Director or his Deputy, preferably by the Team leader, in writing in English, within 12 hours of the result of the complaint being published at the main headquarters. **The Meet Director will immediately pass the protest to the Jury President**.

For the last **two** competition tasks, protests must be submitted within 1 hour of the publication of the **ruling on the complaint**.

**Protests and rulings on protests shall be** published on the headquarters official board.

The Local Regulations **may** adjust the protest deadlines **specified above**.

The protest fee **is** defined in the Local Regulations. It **must** not be larger than \$50 US, or €50 for championships held on the European Continent. It will be returned if the protest is upheld.

Version 2 was published on FAI Cloud.

### **Allocation and defending champion (Annexe 23b)**

No change. Approved for voting.

### **Cat 2 Sanction fee in case of refund (Annexe 23c)**

No change. Approved for voting.

### **Screening Committee Chairperson (Annexe 23d)**

No change. Approved for voting.

### **Local regulation approval (Annexe 23e)**

No change. Approved for voting.

### **Steward's nationality (Annexe 23f)**

No change. Approved for voting.

### **Sanctioning Cat 2 in countries with no NAC (Annexe 23g)**

Annexe was amended as follows:

S7 Common – 12.2.1 NAC Authority

*Current text reads:*

Only events which have the approval of the NAC of the Competition Organiser may be sanctioned as Category 2. If the event is to be held in the territory of another NAC, then the Competition Organiser must also obtain authorisation from that NAC. Written proof of this authorisation must be submitted to FAI/CIVL with the application form.

*Add:*

If the event is to be held in a territory with no **functioning** NAC, then the Competition Organiser must inform the competent administration of the territory (Minister of Sport, Civil Aviation...). Written proof of the information sent must be submitted to FAI/CIVL with the application form.

Version 2 was published on FAI Cloud.

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

### **Approved Instruments (Annexe 26a)**

No change. Approved for voting.

### **Distance measurements and tolerances (Annexe 26b)**

Annexe was amended as follows:

In S7A-XC CIVL GAP – 8.1.1 Reaching a turnpoint cylinder

For Cat 1, set the tolerance to 0.1%.

For Cat 2, **the maximum tolerance is 0.5%**, to allow pilots to still use equipment that calculates distances on the FAI sphere.

Version 2 was published on FAI Cloud.

### **Minimum number of pilots (Annexe 26c)**

No change. Approved for voting.

### **Safety Committee (Annexe 26d)**

Annexe was amended as follows:

In S7 Common – 4.4.2.1. Safety Committee XC Competition

*Add after the 1st paragraph:*

Safety Committee should only include **pilots with experience appropriate to the flying site and conditions**, and should not be made up only of pilots expected to achieve high ranking in the competition, but **should include pilots of different rankings**.

Every Safety Committee pilot must be on radio.

Version 2 was published on FAI Cloud.

### **Time points (Annexe 26e)**

No change. Approved for voting.

## **1.5 33- Proposals from National Airsport Control (NAC) (Annexe 33)**

## Portugal (Annexe 33a)

Annexe was amended as follows:

- **Differentiate launch type for PG and HG Record flights**

This part of proposal was amended as follows:

As winch launch give pilots an advantage in comparison to foot launch we recommend a distinct launch type record classification for those types of flights.

Add to FAI Sporting Code Section 7D:

### 3.2.1.1 Launch type distinction for “Straight distance” and “Straight distance to a declared goal”

- Foot launch
- Winch

- **Adding several reserve dates for Cat 2 events**

Initially the suggestion was to allow ranking of non Category 2 events. During the discussion in the HG/PG Open meeting it was found that existing problem can be solved by allowing more than 1 set of reserve dates to the Category 2 competitions. The proposal was changed to:

Section 7, at paragraph “12.2.3. Reserve Dates”

A Competition Organiser may specify several sets of dates as reserve dates for the competition.

Version 2 was published on FAI Cloud.

## Brazil (Annexe 33b)

Annexe was amended as follows:

- **Records – Forbid flights after sunset**

The proposal was amended as follows:

Insert at Section 7D Records:

A flight timed from take-off to landing. Landing **must** be completed by twilight or sunset time, according to local air laws (night flying is prohibited) Note: FAI does not recognise duration as a category for hang glider records

- **Declared records – Intention must be declared before the flight**

The proposal was amended as follows:

Insert at Section 7D Records 3.3.1 Advance notice – another paragraph: Declared records shall be informed to the pilot's NAC prior to take off via email or other electronic means.

- **Elapsed time start and multiple Start gates**

The NAC decided to withdraw this part of proposal after discussion at PG and HG Committees *meetings*.

- **Race to goal and individual start gates**

The proposal was amended as follows:

Insert in Section 7 Guidelines  
Only for FAI 2 events.

In case there is a very slow takeoff due to wind strength/direction change, stable conditions or a similar weather difficulty the meet director can adopt an Air Start Time announcement. The following details must be followed: a) Air Start must be announced at the pilot's briefing; b) Starts will be made at the hourly 15-minute intervals (i.e. 13:15, 13:30, 13:45, etc.); c) The meet director will announce the race start time via radio at least 15 minutes before the actual race start.

Version 2 was published on FAI Cloud.

## France (Annexe 33e)

Annexe was amended as follows:

- **Top 3 WPRS Women and Allocation**

The proposal was amended as follows:

Section 7 Common 2.5.2  
To read:

Current World and Continental Champions, male and female, (and for paragliding XC competitions the top 5 women in the WPRS ranking) 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.

- **HG Class 2 auxiliary motor launch**

Section 7 Common Section  
1.4.2 Wheels and other Launch Aids:

•Class 2 hang gliders fitted with an electrical auxiliary motor may be permitted by the organisers of Category 2 events, 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.

Chapter 14, 14.4.4 Electrical Auxiliary motors

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

Section 7A (Cross Country)  
4.1 Flight Verification

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

- **SafePro tandem**

The NAC decided to withdraw a proposal.

CIVL Bureau is tasked to get lawyer consultation on this proposal. It will be implemented by the Bureau, not the plenary, as SafePro are guidelines, not S7 rules.



Version 2 was published on FAI Cloud.

### **Hungarian pilots (Annexe 33g)**

Records and Badges: various proposals  
No changes. Approved for voting.

## 2 Open Meeting of Hang Gliding Committee

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**Meeting Chair:** Jamie Sheldon (USA)

**Present CIVL Administrator:** Elena Filonova

**Attendees:**

Mitch Shipley (USA), Didier Maturin (FRA), Pascal Lanser (FRA), Masahiro Kitano (JAP), Barbara Sonzogni (ITA), Antonio Fernandes (POR), Niels Jergen Askirk (DAN), Phil Chettleburgh (GBR), Joerg Ewald (SUI)

The following items of the HG Committee Agenda were discussed:

### 2.1 Macedonian bid for Class 1 World Championships 2021

Bid approved by CIVL Bureau at 2018 Autumn meeting; bid reviewed by committee and recommended approval by Plenary

2- US bids for Pan American Championship at Big Spring, Texas and Class 2, 5, Sport and Women Worlds at Groveland, Florida

Both bids approved by CIVL Bureau at 2018 Autumn meeting; bids reviewed by committee and recommended approval by Plenary

### 2.2 Tolmezzo Class 1 Worlds Test Event

Discussed issues with 2018 pre-worlds in Tolmezzo, including possible choosing of safety and task committees in advance of the worlds

### 2.3 World Air Games, Turkey 2022

Discussed possible inclusion of hang gliding in the WAG 2022 in Turkey, giving Cat 1 status to the event and not allowing bids for European Championship for 2022

### 2.4 Sport Class Eligibility

Discussed sport class eligibility requirements and expectation of proposal for next year

### 2.5 Time Based Scoring

Discussed the committee's support for the testing of time-based scoring system (developed by Maxime Bellemin and Joerg Ewald) in Category 2 events

### 2.6 Proposals from National Airport Control (NAC)(Annexe 33)

#### US Proposal re Ordered Launch (Annex 24a)

\*Note that the ordered launch procedures appear only in the local regulations template. Section 7A only indicates that an ordered launch may be used per the local regulation. So, no change to Section 7 is needed, only a change to the local regulations template.

Proposed addition to local regulations template: **Pilots must be ready to launch and in their ordered position in the launch queue or will be placed at the back of the queue and will launch last in their launch line.**

### **US Proposal re Class 2 Wheel Launching (Annex 33c)**

Current Section 7, 1.4.2.

Wheels and other Launch Aids:

A hang glider flight shall start by foot launch from a hill or by means of mechanical equipment (aerotow, winch launch, etc.) except that:

For competitions where launching is by tow, wheels, including those which are dropped immediately after take-off, may be permitted by the organisers provided it can be demonstrated that the hang glider complies with 1.4.1.

Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

Proposed addition to 1.4.2:

A hang glider flight shall start by foot launch from a hill or by means of mechanical equipment (aerotow, winch launch, etc.) except that:

For competitions where launching is by tow, wheels, including those which are dropped immediately after take-off, may be permitted by the organisers provided it can be demonstrated that the hang glider complies with 1.4.1;

**Launching on wheels integral to the design and being propelled by the pilot's legs or by an official pusher; Launching on a temporary wheel system known as a "dolly" or "launch cart" which remains on the ground after an official pusher accelerates the glider to flying speed;**

Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

### **French Proposal re Allowing Auxiliary Launch Motors in Class 2: (Annex 33e)**

Section 7 (Common Section)

Proposed addition to 1.4.2 Wheels and other Launch Aids:

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

Proposed addition to Chapter 14

14.4.4 Electrical Auxiliary motors

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

Section 7A (Cross Country)

Proposed addition to 4.1 Flight Verification

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

Proposed addition to 8.2.5 Additional (airworthiness) Standards

8.2.5.6 Electrical Auxiliary motors (Class 2)

**Where an electrical auxiliary motor is fitted to a Class 2 hang glider, the glider must either be certified in that configuration by the manufacturer, or must comply with 8.2.3 Uncertified Hang Gliders.**

## 2.7 Committee Proposal re FAI Sphere vs. Elipsoid (Annex 24b)

Change 4.2 Distance in the CIVL GAP Annex to Section 7A from:

### 4.2 Distance

In general, task evaluation occurs in the x/y plain, therefore distance measurements are always exclusively horizontal measurements. The different disciplines use different earth models:

In hang gliding FAI Category 1 events, distances are calculated on the FAI sphere, with the intention of using the WGS84 ellipsoid distance calculation from 2019 onwards. Organizers of FAI Category 2 events are free to choose the earth model that suits their situation best.

In paragliding, distances are calculated on the WGS84 ellipsoid. Organizers of FAI Category 2 events are free to choose the earth model that suits their situation best.

To

### 4.2 Distance

In general, task evaluation occurs in the x/y plain, therefore distance measurements are always exclusively horizontal measurements. Distances are calculated on the WGS84 ellipsoid.

## 3 Open Meeting of Paragliding Committee

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**Meeting Committee Chairs:** Adrian Thomas (GBR)

**CIVL President:** Stephane Malbos

**CIVL Administrator:** Elena Filonova

**Attendees:**

Thomas Milko (Brazil), Jun Zhang (China), Elsa Lin-Chin Mai (Chinese Taipei), Niels Askirk (Denmark), Esa Alaraudanjoki (Finland), Marc Nossin (France), Didier Mathurin (France), Goran Dimiskovski (FYR Macedonia), Razeghi Mohammad (Iran), Barbara Sonzogni (Italy), Gianbasilio Profiti (Italy), Yoshiki Oka (Japan), Masahiro Kitano (Japan), Jaxa-Rozen Jedzej (Poland), Cristinao Pereira (Portugal), Antonio Fernandes (Portugal), Valentin Ioan Popa (Romania), Zeljko Ovuka (Serbia), Igor Erzhen (Slovenia), Michael Sigel (Switzerland), Andrew Cowley (UK), Jamie Shelden (USA), Mitchel Shipley (USA), Joerg Ewald (Vollirium), Senac Thomas (Bid France)

Declaration of conflicts of interest (members declared any conflicting commercial or other interests).

### 3.1 Resignation of Paragliding XC committee chairman

Adrian Thomas no longer available. Another Chair is required.

### 3.2 CCC items: Load test regulations

The current rule:

Summary: "Require all CCC gliders to pass the 23G theoretical load test, minimum line strength 20daN, minimum main brake line strength 100daN."

The requirement for 23G theoretical load test was introduced for two reasons. Firstly, it requires lines roughly 1.5x the strength of a line set that passes the EN physical load test. That gives some safety factor for pilots and manufacturers, and goes some way towards delivering CCC wings where the line set lasts as long as the canopy (we know pilots fly wings for many more hours than are recommended for a line change).

However, the 23G theoretical load test alone requires manufacturers have adequate experience and analysis techniques to ensure load is evenly distributed across the lines. To deal with that issue we have the following text (underlined):

Full Text from CCC document:

#### Physical requirements

##### Structural strength

- §5.1 All CCC wings must be constructed in compliance with the 23G theoretical load test requirements. In addition, where a manufacturer proposes to use structures or materials or construction methods that are novel and have not been through a physical load test in one of their previous glider models, the structural strength of a test specimen must be tested through a shock load test (8.2.3) and through a sustained load test (8.2.4).
- §5.2 Any existing EN certification for the test specimen implicitly satisfies the structural strength requirement (§5.6) for the test specimen's model size.

##### Line breaking strength

The test specimen passed the 23G theoretical line breaking strength test specified in section 8.3.

That ought to be adequate, if followed correctly. In the glider that failed during testing the line set did not match any previously tested wing, had not been load tested, and included 20daN lines in the upper A cascade, it appears the incident was caused when these 20daN upper A lines failed.

In the PG committee two options were raised and these need to be discussed:

Luc recommends that in addition to the 23G requirement we re-introduce EN926-1:2015 physical load test (shock and load) for the M size, but permit 23G scaling of lines up and down from that size to the L and S

and other models. This will significantly increase the cost of entry to new manufacturers, but given that a 23G line set should easily pass the EN926-1 test which requires the wing to sustain loads of 6.67G in shock and 3G in the sustained load test.

Torstein recommends that the current rule is adequate, but that manufacturers and testing bodies be made more firmly aware of the section underlined in the rules above.

The PG open meeting recommended to follow Torstein's recommendation and rewrite the CCC rules to heavily emphasize the requirement to EN load test any new competition wing (expand and add emphasis to the underlined text taken from the current rule).

The meeting decided the wording of the CCC doc should be changed without changing the meaning or rules (just to achieve better comprehension by readers)

A proposed change to the CCC wording to deal with the load test issue is as follows:

The rule is correct as it is, but clearly emphasis and clarity are required. I suggest we just modify the summary of the rules to make it clear that any new design is required to pass a physical shock and sustained load test – as it is now. The attached word document contains my suggested wording. This is a simple change, that does not actually change the rules, but changes the emphasis to make the existing rules much clearer. I suggest it could therefore be implemented immediately following the plenary as a simple modification to the CCC document....

### **3.3 Maximum number of pilots.**

Proposal to reduce from 150 to 125. There was considerable discussion. The problem was identified as the variation in quality at Cat1 events between the top pilots and the tail end of the field. The problem is not pilot numbers, but the presence of pilots less experienced in high level competitions in the Cat 1 events. This is, of course, in conflict with the aim of providing a competition between nations.

The main risk in current competitions was discussed, it was concluded that under the current CCC the gliders and glider-handling are no longer the most severe risk, and glider-related accidents are increasingly rare. Instead collisions have become the main cause of reserve deployments and accidents.

However, reducing the number of pilots at Cat1 events is not likely to have a positive effect as it is likely to remove high-ranking pilots from top nations, who are used to flying safely in large gaggles.

There was significant discussion of the pros and cons of tightening up the WPRS qualification requirements for Cat1 entry. It is not easy – top of the WPRS is dominated by the large European Nations. Pilots from smaller NACs, and NACs remote from Europe may struggle to gain sufficient WPRS points. The effects of tightening up the WPRS requirements should be studied in detail.

Safety gains are most likely to come from changes to the scoring system to encourage and reward pilots who fly different routes and thus lead to less pressure to fly in gaggles.

The PG open meeting did not support the proposed change in numbers at Cat1 events.

### **3.4 Ballast (PWCA).**

The proposal is to remove the ballast limits. PWCA has successfully adopted this rule during the last two seasons for small pilots, allowing them to ballast up to 95kg to fly the S size. There haven't seen problems with that. The current rules already require that pilots must fly their glider within its certified weight range, and that requirement would continue, but is easier to apply that regulation because only total take-off weight has to be measured, not pilot naked weight.

The paragliding open meeting was in favour of the proposal, but was very well aware of the need to maintain vigilance to ensure that the effect of the change was not to drive all pilots (including XL pilots) to fly at the maximum possible take-off weight.

The open meeting supports adopting the same rule as is currently applied in PWCA, and review the results at the 2020 plenary.

### **3.5 Junior class - Proposal Switzerland (Annexe 33d).**

The proposal is to have an under 25 class in paragliding competitions. Competition organisers would be free to offer prizes for under 25s. WPRS would be set up to include an under 25 category.

The open meeting was strongly in favour. Pilots will need to enter their age in WPRS in order for the ranking to be implemented. An amendment will be delivered to the plenary.

### **3.6 Top woman WPRS - Proposal France (Annexe 33e).**

The proposal is to allow discretionary places for the top WPRS ranked pilots in addition to the defending champions

The proposal wording was considered. It was proposed to modify the existing section 2.5.2 Individual Entry, where the final paragraph currently reads:

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.

To read:

Current World and Continental Champions, male and female, (and for paragliding XC competitions the top 5 women in the WPRS ranking) 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.

### **3.7 SafePro tandem. - Proposal France (Annexe 33e).**

The liability risks were highlighted. The proposal was discussed. The open meeting advises the plenary to delegate to the bureau to take the proposal forwards subject to FAI legal advice.

### **3.8 FTV For competition in Serbia.**

The proposal was to reduce the level of FTV in Cat1 events. The open meeting discussed the option of reducing the FTV drop rate, to effectively reduce the number of discards. The argument in favour is that it allows pilots to push on, reducing the competitive pressure to fly conservatively and stay with the gaggle. The argument against is that it results in a scoring system that does not reward consistency, and consistently high performance, instead rewarding the combination of a series of exceptional successes punctuated by an occasional failure. The open meeting was not able to resolve the argument decisively.

### **3.9 Cat 2 Quality - Proposal from Poland**

To set up a working group to ensure that minimum standards are adhered to in the organisation of National competitions, in terms of organisation and scoring. The working group should decide what those minimum standards consist of, and bring back a formal proposal for minimum requirements for paragliding XC competition to Plenary 2020

### **3.10 Any Other Business**

World Air games in Turkey 2022. Agree to give Cat 1 status.

## 4 Open Meeting of Paragliding Accuracy Committee

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**Meeting Chair:** Riikka Vilkuna (SWE)

**Meeting Secretary:** Andy Cowley (GBR)

**Attendees:**

Jun Zhang (CHN), Yoshiki Oka (JPN), Marc Nossin (FRA), Thomas Senac (FRA), Popa Valentin (ROM), Moh'd Razeghi (IRI), Ovuka Zeljko (SRB), Propiti Gianbasilio (ITA), Cristiano Pereira (POR), Michael Sigel (SUI), Matjaž Ferarič (SLO), Tone Tursic (SLO), Igor Eržen (SLO), Goran Dimiskovski (MKD), Stephane Malbos (CIVL)

### 4.1 Presentation

Committee Chair provided presentation summary of 2018

### 4.2 Report of competitions

- Riikka Vilkuna, Jun Zhang and Igor Erzen reported of the past competitions.
- Thailand: Jun Zhang explained challenges, judging, checking zero, wind reporting etc.
- Slovenia: excellent competition, set new standards. Equipment checks, target.
- Serbia: moved back and LRs need updating and hopefully weather better. Comp duration expected with up to 150 pilots
- All competitions: awareness that judges get tired... x2 full teams

### 4.3 Judging Seminars in Cat 1 and Cat 2 comps

- Seminars... these have been completed at both Cat 1 and at national level .... These have been keeping judges up to date
- Judging teams this year have been excellent.

### 4.4 Targets

- AC provided quick summary of updates from judges to Texair. Many of these requirements have been incorporated into equipment. AH to attend next comp.
- AC is required to purchase FAI Wind sock and WDIs
- Replying to comment from MF about alternative Targets, AC stated there is a standing requirement specification for (Cat 1) Target systems... hence the current approved systems from Weckbecker and Texair. The purchase of the Texair system (albeit with challenges) allows the continuance of Cat 1 events. However, we as a committee would very much welcome alternatives from other manufacturers.... In particular as IT capabilities increase (e.g. Bluetooth) However, these would have to be proven in use... (Cat 2). We also require a working group to keep on top of this requirement... Matjaž Ferarič, Kamil Konečný, Mark Bignell, Igor Eržen, Andrew Cowley.

### 4.5 Media browser...

Cristiano Pereira (POR) gave a quick summary and demonstration of media linked equipment that can give live scoring and results. He overlay images with on-line scores... The Committee considers this is a valuable OPPORTUNITY.... And will discuss further outside of meeting... Try and incorporate Serbia comp! Requires pre-event competition check... Requires new sub-committee / working group (same as target?)

### 4.6 Competitions

Many new countries are coming into the sport - Especially in Asia

- These need CIVL support



- Many new PGAWC comps have been successfully completed

#### **4.7 Future Developments**

- Raft landings. LIT working on it
- Junior categories: Andy Shaw (GBR) working on this
- S7... many updates (see annexe 27b)

#### **4.8 Competition Management (and Organisation requirements)**

- Across many competitions it has been noted that we need further improvement – and training to raise the professionalism of the discipline
- Stephane Malbos – there is a new CIVL organiser book for event organisers

#### **4.9 Politics in sport**

- Riikka listed concerns from 2018– looking not to repeat

#### **4.10 Gender equality**

- Riikka Viikuna requested all should recognise challenges and have zero tolerance
- We are doing okay but have to further develop female participation in the sport

#### **4.11 Request for support to CIVL committee**

- The Committee requires more support to move projects forward. Riikka Viikuna requested volunteers should please contact her if you can assist in implementation (rather than just making comment – albeit these are still constructive!)
- Overall, more working groups needed... we will continue the work creating these... but please don't expect the same few people complete all the actions as the discipline participation grows...

#### **4.12 Bids**

- F.Y.R Macedonia
  - Goran presented the Macedonia... bid and all appeared to be happy with except Safety Director sole responsibility: Para 4.4 – requires changing. Late proposal to Plenary.
- Kazakhstan
  - Requires Event mgmnt support. Several PGA Committee members to assist.

#### **4.13 Proposals**

- Changes to WPRS:
  - After discussion regarding possible (requested) changes to proposal – decided to go with the current proposal given on Basecamp...
  - These were listed in order and updated as necessary for giving to Plenary.
- Serbian Competition
  - Zeljko Ovuka explained changes to the event and LRs
    1. there have been date changes and schedule extension
    2. there will be changes to the Event Officials.
    3. There was an agreed suggestion to have a 'Deputy Event Judge' who will 'step up' in the absence of the Event Judge from the target area.
    4. Costs will escalate above the original proposal to suit the above changes
    5. There may be a refusal of pilots to compete if of insufficient quality
- Section 7 Changes
  - RK went through the proposal listing for S7C,

1. Andrew Colwey and Riika Vilkuna answered questions – no change to proposal
2. Changes required
  - a. Allocation procedure changed to be the same as XC
  - b. Chief Judge and Event Judge experience requirement to change to Cat1 or Cat2
  - c. Equipment Certification requirements to be added to Cat 2s (Para 8.1.4 & 8.3.2)

#### **4.14 World Air Games (Turkey)**

Goran Dimiskovski and Stephane Malbos have had meeting with FAI regarding WAG. For committee information; a basic change is that previous WAG date has been postponed because time scales mean this is no achievable... Together with Turkey organisers there will be a new proposal.... This event (all CIVL disciplines) will be on a level with the World Championships 2022. Therefore all NACs should fit their championships into this diary – so CIVL will not accept separate competing event bids... Relevant experts will be called from CIVL for proposal of mgmnt support. However, HG PanAMs will continue, as does not conflict. Bid will come from Commission to FAI thence to Turkey.

#### **4.15 AOB**

- Badges.... does EMS enable the ready checking of scores (IE)

## **5 Software Open meeting**

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### **5.1 CIVL Approved Instrument List**

Discussion of the general success of the flight instrument manufacturers self-declaration method of determining which instruments are placed on the CIVL Approved Instrument List.

### **5.2 EMS**

CIVL Administrator Elena Filonova made a very detailed presentation about the benefits, approach and costs of the development of the Event Management System (EMS). There was general agreement about the goals of the project, but several members mentioned previous experience with large software projects that went behind schedule and did not produce the software requested. To address this concern it was emphasized that an incremental funding approach with defined milestones and deliverables for each increment will be strictly applied to this project.

### **5.3 SeeYou Scoring**

Discussion of the failure to complete the testing of SeeYou as the planned replacement of the FS scoring system. The proposed solution was to get an expert facilitator between the CIVL software working group members and Naviter to keep the project moving forward. Joerg Ewald accepted this role and we believe we should get through sufficient testing in 2019 to have the opportunity to move to SeeYou in 2020.