

Minutes of the CIVL Bureau Meeting 13 – 15 October, 2000

Present:

President: Olivier Burghelle (OB)

Vice Presidents: Tomoko Kobayashi (TK), Dennis Pagen (DP), Riikka Vilkkuna (RV)

Treasurer: Jim Bowyer (JB)

PR Co-ordinator & Temporary Secretary: Sarah Fenwick (SF)

Apologies: Mike Zupanc (MZ), Vice President

1 Review of 2000 Championships

Reports were made on the European PG Championships (OB), European HG Championships (RV), Speed Gliding World Championships (DP), Women's World HG Championships (DP) and PG Accuracy World Championships (RV).

Full Jury reports are available on the CIVL website.

The Bureau entrust the Accuracy working group chairperson (currently RV) to ensure that the discipline develops in line with the CIVL remit within the FAI.

DP recommends that Lillian LeBlanc be awarded for her excellent organisation of the Women's Hang Gliding Championships.

2 GPS

GPS v cameras

- There were problems reported on the combined use of GPS and cameras at both the hang gliding and paragliding Europeans and the test event for the HG WAG.
- The use of GPSs and cameras was discussed at length.

Proposal to the Plenary is that for Category 1 events cameras or GPS can be used, but not both and that the back up system must be the same as the primary system.

GPS and Turn Points

- Draft proposal recommending cylinders for HG and PG with recommended 500m radius. **ACTION DP**
- Discuss with Fred Escriba and Christian Quest the start gate circle and finish line and draft proposal for Plenary. **ACTION DP**
- Recommendation that Local Regulations specify which types of GPS are acceptable for the competition. **ACTION MZ**
- Incorporate above into GPS chapter for Organisers guidelines. **ACTION MZ**

3 Preview of forthcoming championships

Women's World HG championships, Chelan, 2002

The skill level of some pilots who compete in the Women's Worlds is still of great concern. However, whilst Chelan is not the easiest place to launch it has a good reputation. To overcome the concerns about skill levels the Bureau proposes:

- The XC (SAFE PRO 5) and preferably top 2/3rds in a category 2 meet qualification criteria and possession of a current FAI sporting license is strictly enforced and that evidence of this being met is required before entry is accepted.
- The organisers have the right to refuse entry if these conditions are not met and this should be made clear in all correspondence and on the entry form.
- The organisers run a seminar on peculiarities of the area.

Inform Dan Uchytl of above. **ACTION SF**

Communicate to organisers and aero clubs that qualification criteria and possession of a current FAI license will be strictly enforced at Category 1 events **ACTION SF**

Test WAG HG, Spain (DP)

1. Suitability of the site: originally feared by some to be unsuitable, this opinion has changed following the test event. Now all agreed that it is a good area that requires thinking and tactical flying.
2. Launch: there are two launches and one side may work better than others on some days! This is complicated by there being flex and rigid wings. Main launch up to 120 pilots, second launch only one ramp. The proposals to solve this are
 - second ramp, or
 - separate groups for class 1 and 2, or
 - separate groups for class 1, with a cut, that come together in final at the end. OB suggested that after cut top 10 have priority to choose when they take off (e.g. through a reserved gate, as in PWC)
 - a launch order scheme (pilots to pick launch order!)

Discuss take off procedure with Juaki and write it in detail in Local Regulations. ACTION DP

3. Start gate crowding: this may be eliminated by use of GPS.
4. Acts of violence on pilots by local yokels! Gang leader is son of the chief of chief! FAI have appointed security officer to deal with this. When assessing future bids CIVL need to be careful about sending pilots to potentially dangerous areas.

Test WAG PG, Spain (OB)

PWC competition held in very good conditions (including 2 x 200km tasks!). Organisation good. Psychosis about site reduced. BUT it is a rough site that demands respect.

WAG PG qualification criteria

In addition to the requirements of Section 7 5.11 (top 2/3 or Cat 1) pilots must have either:

- a. Finished in the top 2/3 of any PWC event, or
- b. Have an FAI Eagle Gold Badge

Pilots failing to meet these criteria must produce a copy of their flight log book showing evidence of Gold Badge distance (100 km) and competition experience.

Requirements to be in Local Regulations and on entry form in BIG letters!

Obtain agreement of the organisers. **ACTION OB**

Issue press release regarding these qualification criteria once OB has organisers agreement **ACTION SF**

Local Regulations

- Propose a reduction in number of days to 10 comp days (17th practice day, Contest days 19-22, 24 – 29, rest day 23)
- Remind organisers of 5.4.3 re minimum number of practice days **ACTION OB**

Pilots will be limited to 150, therefore organisers want to put up entry fee. Following the Bureau recommendation, ECO 2001, the WAG organiser, has already agreed that if GPS only is used then the entry fee increase will be kept to a minimum. The entry fee will be E500 (HG is E450). Extra for PG is justified due to need for transporting pilots to take off etc.

DP commented on the current trend of escalating entry fees which doesn't appear to be in line with inflation. CIVL recognises that organiser need to make a profit, but they should not rip off pilots. CIVL should insist on a detailed budget with bids. A proposal was voted on and passed in Malaga that bids for Championships include a detailed budget, but to date has not been insisted on. In bid guidelines highlight the importance of a budget. **ACTION OB**

WAG registration deadline is 31 March 2000. Late entries will incur a late entry fee charge. However due to the PG selection procedure PG entries will be exempt from the late entry fee

WAG PG Team Sizes

- At a meeting in Garmisch during the European Paragliding Championships, the team leaders agreed to applying the CIVL rules for paragliding team size at the World Air Games. The Country ranking as is currently defined will be used, unless alternatives are evaluated, tested and approved for presentation at the Plenary.
- 15 Feb 2000 is deadline for country ranking which will determine PG team size.
- Extra pilot allocation for national teams will be made 31 March 2000.

4 World Hang Gliding Series (DP)

- In 2000 events held in Brazil, Greece (World Championships), Malaysia and Austria.
- 2001 schedule includes, Austria (Kitzbuhel), Switzerland, USA (Aspen) – but none of these are sanctioned yet.
- Funds: Howard Travers and JB sorting out bank account transfer. JB to close UK WHGS account and transfer to FAI. **ACTION JB**
- Sanction fee now equivalent of \$300 in CHF.
- Note that the FAI own TV rights to WHGS events.
- Check out the copyright of WHGS and speed gliding name. **ACTION DP**
- Sponsorship: Due to the small number of pilots that can compete in the events, it is not financially viable to run a world championship based on pilot entries. Big commercial sponsorship is required. Red Bull are currently sponsoring a few events. It is proposed that WHGS/CIVL check out Red Bull's interest in sponsoring a World wide series. Pursue Red Bull connection in order to come to workable solution re organisation, finance, TV etc. **ACTION DP & Max Bishop**

5 Bids for future Championships

Bids for 2003 to be presented for voting on at the 2001 Plenary.

- World Hang Gliding Championships
- World Paragliding Championships
- World Speed Gliding Championships
- World Accuracy Championships

Notification of intention to be for events in 2004 are invited for:

- Continental Hang Gliding Championships
- Continental Paragliding Championships

Issue press release. **ACTION SF**

6 Jim Bowyer's Paper

JB circulated a paper to the Bureau regarding his suggestions for the future of CIVL and it's long term plan.

CIVL GOALS

A brainstorm on the goals of CIVL, brought up the following list. Delegates are asked to consider this list in consultation with their association before the Plenary meeting.

Overall goal: to enhance and ensure popularity, longevity and safety of the sport, by:

Airworthiness and safety

1. To improve safety in free flying and competitions
2. Focus on safety and training
3. Liaison and co-operation with testing organisations (DHV, SHV, BHPA, FFVL, etc) in particular monitoring safety standards for build.
4. Continue with safety and training committee
5. Promote CIVL safety and training abilities
6. Promote consolidation of countries training programmes to align with Safe and Para Pro standards
7. Safety and training programmes for new countries

Competitions

8. Development of the sport (e.g. continental champs)
9. Promotion of sport to media
10. To reduce the pilot entry fee at Category 1 events
11. To reduce the number of competition days
12. To reduce the number of minimum number of valid tasks
13. Improve the format of our competitions in order to better achieve the determination of World Champion.
14. To have all gliders in Category 1 competitions certified.
15. WPRS to become a ranking system that is accepted by majority and is of such a nature that any interested party can use the ranking scheme for pilot and team selection in category 1 competitions
16. Include other disciplines in flying sports at WC and WAG
17. Continually asses WAG for validity in terms of promotion and status (set CIVL level of compromise)

Organisational

18. Meetings to be open and democratic process with time for debate on all proposals

19. Become more professional in organisation and running of events

Sort above goals and solutions to goals out in terms of long term, short term etc, and which connects with which and develop above into formatted document for circulation. **ACTION: SF**

7 CIVL staff

Secretary

- Noel Whittall to be removed from CIVL contact list and SF listed as temporary point of contact. **ACTION SF**
- SF informed Bureau that she was happy to carry out some secretarial duties, but stressed that this was only a temporary measure, as her new career would be making more and more demands on her time.
- Remind NAC's/delegates that post of Secretary is vacant. The Secretary need not be a delegate or alternate. It is important that (s)he has good English, good communication skills and is able to attend bureau meetings and Plenary meetings (preferably paid for by NAC) **ACTION SF**

PR Co-ordinator/WPRS administrator/WAG media working group

- SF informed the Bureau, that she would carry on with current work until after the World Air Games.
- CIVL need to find a replacement for SF
- It is important that (s)he has good English, excellent communication skills and is able to attend Bureau meetings and Plenary meetings. **ACTION SF**
- The position is paid and open to suitably qualified persons (not necessarily a delegate or alternate).

Note: The two above positions could be combined.

8 Organisation of Plenary

In order to improve the effectiveness of the Plenary meeting the Bureau have made the following changes:

Length of meeting and dates

- To extend the length of the Plenary meeting by one day to Thurs 22 – Sun 25 February 2001 at the Olympic Museum, Lausanne, Switzerland.
- The Bureau meeting will be Weds 21st February, 2 pm at the FAI office in Lausanne.
- The Jury & Steward training session will be Sun 25 February 2-4pm.

Voting – whenever possible:

1. proposals (motions and people) should be posted in writing (on a notice board)
2. the proposers and seconders should introduce themselves and their motion to delegates

3. proposers should be given a minimum of overnight to lobby, canvas, discuss etc. with delegates.
4. voting should be either the following day or the last day of the meeting

Seating arrangements

Delegation area will only have seating for delegates and alternates. Seating for observers will be at the back of the room. Observers will only be recognised through their delegate or alternate.

Working groups/sub committees

- At the beginning of the Plenary there will be a timetable and sign up sheets for Working Groups and Sub-Committees.
- Sub-committee rules (internal regulations 6) will be adopted for Working Groups
- There will be a maximum of 2 representatives per country in each working group or sub-committee
- A list of those who are signed up will be posted on the notice board, so that those who can't attend can lobby the Working Group or Sub-committee members
- Chairperson's guidelines will be available
- There will be only one vote per country

9 WPRS

- Continue work on improving the current system and present proposal to Plenary. **ACTION SF/MZ**
- As the WPRS goals of HG and PG differ the Bureau are open to accepting two different systems.
- WPRS will not be modified before the Plenary.

The Bureau recommends the following proposal to the Plenary:

That WPRS points for Continental championships be calculated as for Category 2 competitions. BUT that if there are 3 or more continental champs in one year then each continental championship will qualify for full Category 1 WPRS points.

It was noted that HG doesn't have similar circuit to PWC, but that JB's proposal of 5 or 6 classics should be followed up and a proposal made to the Plenary. **ACTION DP**

10 World Championships

HG World Championship Goals. Plenary should be asked to review current situation and develop goals in terms of safety and fairness and to develop the sport.

Delegates should discuss with national associations and pilots and feedback to the Plenary in 2002. A presentation will be made at the Plenary. **ACTION JB**

11 WAG – 2005

- Only one bid from Slovenia.
- CIVL need strong representative at the meeting where the bid is awarded (e.g. OB).

- Slovenia have a good reputation for organising CIVL championships. However, time of year may be the issue. The proposed dates are 15-24 July 2005.
- Proposed entry fees: E750 with all costs covered (incl. accom & meals) or E450 without accommodation and meals. The long term plan for WAG is to have no entry fee for pilots.
- CIVL would like to reduce entry fee for Slovenia. **ACTION OB**
- Encourage inclusion of Speed Gliding, Class 2, Aerobatics and Accuracy in the Slovenian bid for the WAG 2005. **ACTION OB**
- Check out with FAI where potential Red Bull sponsorship would go if they want to sponsor WAG events (i.e. central pot or just to discipline). **ACTION DP, OB.**
- Assessment of potential Speed Gliding sites. **ACTION DP**

12 Class 2 Fairings

The Bureau has considered the question of full fairings in class 2 (rigid wings). The decision has been made to support the committees decision to disallow full fairings in 2001. However, due to the controversial nature of the matter and the fact that the committee was tasked to make a decision with little allocated time, the Bureau wish the committee to reconsider the question for the 2002 season and beyond. All delegates should come to the Plenary with clear instructions on their National Associations views and the subject will be voted on again.

- Before Plenary CIVL should make a clear definition of what a full fairing is. **ACTION DP**
- Set up discussion forum for fairing issue. **ACTION JB**
Set up ground rules for this discussion and working group **ACTION DP**
to include:
 - Determination of this issue depends on how delegates vote
 - If fairings are not allowed there must be a definition of what a fairing is
 - If the current ruling is overturned and fairings are allowed then the implementation time needs to be decided.

13 Glider standards

The Bureau reviewed the safety standards and have made the following changes for the 2001 season (the Plenary meeting being too late):

1. Pitch stability testing will not be implemented due to the difficulty of field testing a glider.
2. The requirement for plastic coating on lower cables has been removed.
3. The minimum width of control bar uprights is removed and replaced with the requirement for all uprights to be part of a gliders certification (HGMA, DHV, BHPA). The question of uprights will be re-discussed by the committee at the next Plenary meeting, taking into consideration the discussion and input on the CIVL web forum.

All other safety standards remain as currently adopted (parachute with both hands, minimum diameter of steel portion of structural cables, cable attachment, speed bar steel cable, pilot suspension min breaking strength).

- Set up discussion forum for uprights for voting on at Plenary and implementation for 2002. **ACTION JB**

Note: At WAG 2001 CIVL will be carrying out control checks of the retained safety requirements (parachute with both hands, minimum diameter of steel portion of structural cables, cable attachment, speed bar steel cable, pilot suspension minimum breaking strength).

14 IGC/CIVL Common plenary meeting 2002

CIVL will be holding the 2002 Plenary meeting at the same time as the International Gliding Commission (IGC), to give both commissions the opportunity to discuss common issues. These will include, tracking systems, WPRS, GPS, Airspace, use of transponders to go into controlled airspace (class E may soon require this) and Class 4

15 Finance

JB presented the accounts and revised budget.

- JB has not been informed of any funds raised through IPPI cards sales. Check with FAI **ACTION JB**
- Check on actual IPPI sales and promote IPPI card **ACTION SF**
- It was decided to keep a more accurate account of WPRS expenses. SF to invoice WPRS time separately. **ACTION SF**
- The CHF500 deposit from Slovenia for PG Europeans 2002 has not been received yet **ACTION JB**

CIVL are currently running at a small loss if this trend is to be reversed the Bureau proposes the following sanction fee increases/amendments:

- World Championships to CHF 12000 with effect from 2005 (WAG)
- Continental Championships to CHF 8000 with effect from 2004 maintaining the provision for 50% reduction (i.e. CHF 4000) for new Continental Championships
- The per pilot sanction fee for Championships with less than 75 competitors CHF60 with effect from 2003
- Category 2 sanction fee to remain as it is (i.e. 1 pilot's participation fee) but to introduce a minimum of CHF50 with effect from 1 May 2001.

Presentation of proposals for increase in sanction fees at Plenary **ACTION JB**

16 E-mail from John Aldridge (UK)

Some points raised have been dealt with elsewhere in these minutes (voting procedures in working groups, WPRS, HG structural limits, HG pitch stability)

- Uncertified canopies and PG team size to be referred to the PG Committee **ACTION OB**
- CIVL will address issues of control of glider standard and implementation and decide on penalty if pilot refuses to have glider controlled. **ACTION DP**
- Team scoring is currently being dealt with. The rules were different and programmer didn't know what to use, but he will know in future.

17 Section 7 proposed changes

Sporting Code (Section 7) sub committee composed of Chairman (MZ), Secretary and Chairmen of technical sub-committees.

2.2.6 Change silver distance from 30km to 50km. Records and Badges committee (Stewart Midwinter) to consider and make proposal (if necessary) to Plenary. Inform
SM ACTION SF

5.4.2 The total period: Modify the 1st paragraph to read 9 days (instead of 16 days).
Note: day validity factor should be taken into account.

5.4.8 Following the FAI decision to award only one medal per team, the proposal is to amend this to: ' Shall be awarded to the pilots placed first, second and third in each class, with FAI diplomas for those placed fourth to tenth. FAI medals will also be awarded to national teams placed first, second and third. Only one medal per team will be given (to the team leader), diplomas will be given to team members.'

Plenary should debate as to whether additional trophies/medals are supplied and if so whether by CIVL or the organiser.

5.5.2 Proposal that the 3rd point be amended to read:

One aeronautical chart of an adequate scale to include all the take off, landing fields and all the necessary turn points, restricted airspace and restricted areas must be clearly indicated. The chart must have a grid clearly visible and that matches the GPS co-ordinates used for the competition.

5.11 Pilot qualifications:

Pilots will be admitted to Category 1 Championships only if at the last day of the month preceding the event, they have achieved one or more of the qualifying criteria:

- a. they are currently ranked in the World Pilot Ranking System
- b. during the previous 3 years they have been placed in the top 2/3 at a category 2 event
- c. they have competed in a category 1 Championships in 2000 or afterwards

However due to a problem at the HG Europeans with a few non-qualified pilots having their entries accepted an additional proposal is that 'Those pilots who competed in the 2000 HG European Championships without having met the qualification criteria and failed to finish in the top 2/3 overall of that event MUST requalify for future Cat 1 events via top 2/3 of a category 2 event. That is they will not be qualified based on competing in this category 1 event.'

If this proposal is adopted the relevant pilots or their National Associations must be contacted and informed of this ruling. **ACTION SF**

Note: After the European championships in 2000 have taken place take out from 'c' 'in 2000 or afterwards'. **ACTION MZ**

5.13 Exceptions update:

For qualification purposes

- The Worlds 1999 HG and PG are considered as Category 2 events.
- Women's and Accuracy add 'or as laid out in the Local Regulations'
- Speed Gliding: previous speed gliding experience in a category 2 sanctioned meet or an exemption determined by the meet organiser will be accepted.

5.14 To be simplified Proposal to be drafted **ACTION OB**

5.21 Delete the last 3 lines from 'some nominal amount...' and replace with ' the task will be valid if 10% of entered pilots are in Goal'

5.21.2 Parachutes – exempt accuracy and speed gliding from parachutes subject to the Local Regulations.

5.21.3 Drugs - add in note to refer to GS 3.11.2 which refers to Olympic Anti Doping Code.

5.21.7 To be discussed in context of danger to 'other 3rd parties'.

5.25 and 15.4.3 referring to rest days to be deleted

5.29.3 finish line, must be a set distance with fixed limits

15.4.1.3 to read the same as 5.26 re 'available to fly during the meet'

15.4.8 display in writing window extension and policy (decided during TL briefing)

21 Rules for flight verification.

- Correct 1999 draft to allow flexibility. **ACTION MZ**
 - The flight verification is either GPS or camera but not a combination of both.
 - The back up system must be the same as the primary system.
 - Start points or start gates (straight line or circle)
 - Turn points : FAI sectors or cylinders
 - Virtual or physical goal line
 - Except in certain necessary circumstances where a virtual turn point might be necessary, the turn points are physical features on the ground and the co-ordinates must be accurate. The turn points that is going to be used is the virtual turn point corresponding to the co-ordinates, the physical feature being only a help to navigation
 - Determination of the allowance for Check In or Cylinder radius for other programs to determine whether a pilot has made the start or turn point.
 - 'When a turn point missed, the pilot will be scored to the distance of the closest logged point from the missed turn point.'
- Points for consideration/discussion –
- pilot cannot be awarded a distance longer than the turn point.
 - pilots with different track log intervals

Local regulations must provide adapted Flight Verification rules where all these parameters are clearly set up.

23.2 4th paragraph is in wrong place and needs to be moved into Local Regulation and reference S7 5.6.3. **ACTION MZ**

23.5 Last paragraph of 23.2 in wrong place. Create 23.5 from last paragraph of 23.2 **ACTION MZ.**

23.4.2 Proposal that this remains. To be debated in PG sub-committee.

Appendix 10 Entry form should include:

- Note that insurance document should be provided with English translation where necessary
- Contact name and Tel number for medical emergency (e.g. next of kin)
- Medical details (blood group, allergies, etc.)
- Confirmation that qualification criteria met. Current WPRS ranking, 2/3 Cat 2 result in previous 3 years or Cat 1 event since 2000 (e.g. tick or circle one)
- Address /Tel number during competition
- Names of others sharing accommodation

Add in to Section 7 procedure for appointing Jury and Stewards

Note: In Local Regulations make sure there is a section for pilot qualifications and parachutes (or in annexes).

18 Jury & Stewards

Update the Steward & Jury Handbook to:

- highlight the Jury President's responsibility for checking that the sanction fee is paid before the start of the event
- Include a tick list for the Jury President before event.
- Jury to check FAI license checking procedure and pilot qualifications Publish outcome to NAC's, magazines, website, etc.

ACTION SF

Decide on Jury /Steward responsibility with regard to FAI license checking and pilot qualifications. Make recommendation to Plenary. **ACTION – DP/SF/OB**

Staffing meets:

Noel Whittall (NW) agreed to be CIVL Jury and Steward Co-ordinator and have responsibility for staffing Category 1 events and test events.

Procedure:

- Bureau to consult organisers and propose staff before Plenary
- Bureau checks availability at Plenary
- Passes names to Noel to follow up and make replacements as and where necessary etc.
- At least one Stewards must be available for the test event

Forthcoming meets:

WAG HG 2001:

Stewards: Dennis Pagen and Flip Koetsier

Jury: President Riikka Vilkkuna, John Aldridge, Panos Theocharis

WAG PG 2001:

Steward: Xavier Murillo

Jury: President Noel Whittall, Reini Valtonen, ? (3rd member needs to be current with GPS)

European PG championships 2002:

Steward SF. Test event will be PWC event (Aug) SF to be TD for PWC

Jury: to be decided

European HG Championships 2002:

Steward ? (should be available for test event)

Jury: to be decided

Women's HG & Class 2 World Championships, 2002

Stewards: Women's SF; Class 2 JB

Jury: to be decided (same Jury for both)

19 Restructuring of FAI

OB reported on the recent restructuring of the FAI. The General Council has been abandoned and replaced by a Board composed of a President and 6 directors. The Board should be more efficient and workable and will meet 5 times a year. Part of the long term plan is to develop commercial aspect of FAI. (full details available on the FAI website).

20 Guidelines for organisers

Additional chapters to be produced by relevant persons over next few months. OB working with Xavier Murillo on revised version of PWC guidelines regarding photos and GPS evidence.

Revised and updated CIVL version to be available at 2001 Plenary.

21 Calendar

- Check Class 2 worlds on calendar. **ACTION SF**
- Draft letter for OB re Class 2 and Women's situation **ACTION JB/DP**

22 RACE 2000

- Martin Brunn has resigned from PWC and CIVL are not sure what the situation is re future developments of RACE 2000.
- Contact Martin Brunn re his intentions to finishing a nd/or continuing work on scoring system (or recommendation of who would carry on work). **ACTION OB**
- Dependent on result either OB to contact Christian Quest re working with Martin or DP to find two alternative programmers prepared to work together
- Establish the terms of reference for Scoring Sub committee aiming at establishing procedures for CIVL validation of the software used for controlling flights. **ACTION MZ**

- Development of RACE 2000 to come under responsibility of scoring systems committee (MZ)
- Stewart Midwinter took over as Chair of flight verification this year, ask whether he will continue and is prepared for the Flight Verification sub committee to take on the work of validating software design for scoring purposes.

Agenda for the Plenary will be sent out before Christmas

SF 1.11.00