



*Fédération
Aéronautique
Internationale*



Minutes

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

**held in Lausanne, Switzerland
Hotel Movenpick**
on 11 and 12 February 2006

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**Minutes of the Plenary meeting 2006,
held Saturday 11th - Sunday 12th February, Lausanne, Switzerland**

1. Opening of the meeting

There was a brief silence observed as a mark of respect to all the pilots who have died pursuing our sport.

Flip also thanked the FAI, especially Max Bishop and Cosette Mast for helping to organise the meeting.

2. Roll call, apologies and proxies: number of votes:

Australia, Austria, Belgium, Canada (proxy to USA), Croatia, Denmark, Finland, France, Germany, Greece, Iceland, Italy, Japan, Korea, Lithuania, Mexico (proxy to Spain), Netherlands, New Zealand (proxy to Australia), Norway, Portugal, Romania, Serbia and Montenegro, Spain, Sweden, Switzerland, Turkey, UK, USA.

Apologies from China and India

Total : 28 votes (15 = simple majority, 19 = 2/3 majority)

3. Declaration of conflicts of Interest

Stéphane Malbos (FR) – he is on the Bureau but also part of the organisation team for the European Championships in Morzine 2006.

4. Approval of the Agenda

Delegates were made aware of some minor modifications to the agenda and time schedule.

5. Approval of the minutes of last meeting available on the Website

No comments, approved unanimously.

6. Report of CIVL President

There was a written report distributed, but Flip Koetsier also gave a verbal report, emphasising how the sub-committees will have to work throughout the year, not just one day before the plenary. Flip also gave some guidelines about how producing and approving of LR's for category 1 competitions will be handled in the future:

The CIVL Steward and meet organiser co-operate in making LR's. These are reviewed by the appropriate Standing Subcommittee – there must be good communication between SSC and Steward/meet organiser.

If there is less than 5 months between next plenary meeting and the championship, the LR's will be approved by the Bureau. If there is more than 5 months between plenary and the championship, the LR's will go to the next plenary meeting for approval.

7. Report of FAI Secretary General

Max Bishop apologised for CIVL not being able to use the Olympic Museum; it is being used in connection with the Winter Olympics.

The FAI 100 yrs centenary celebrations included many all-time greats in aviation. Last year there was the 7th edition of the World Games, tickets for the skydiving were sold out every day.

8. Bureau actions to be ratified by the Plenary:

- The date of Big Springs HG Worlds to read 8 – 18 august 2007: Passed unanimously
- LR's Florida, Croatia and Morzine: Passed unanimously after some minor modifications in the HG and PG Subcommittees to the Croatia and Morzine LR's.
- To change our account to Euros: Passed unanimously
- IPPI: to pay what the Bureau had agreed to FAI: Passed unanimously

9. Screening of bids:

John Aldridge (UK) said that last year the effect of one plenary decision had been to take away the right from Plenary delegates to consider all bids. The Bureau felt that this might not have been appreciated at the time. It is proposed to change the rule in S7 so that the SSCs “assess” the bids instead of “approving” them thus removing the effective veto which was introduced last year. This was passed to the SSCs for comment and the amendment itself would be dealt with as part of the S7 subcommittee proposals.

10. Review of the 2005 Championships:

- Governor Valadares – Leonard Grigorescu (ROM)

This was a successful competition. There were some problems with the opening ceremony, the CIVL officials were not presented and at the prize giving ceremony the national anthems were not played.

There was one accident requiring emergency evacuation, he was in hospital in less than 30 mins.

Cloud flying was a problem with some penalties imposed.

There was a media presence and some reporters were allowed to fly with pilots.

It was the first pg championship with 10 valid tasks. Also for the first time a woman won a task, Petra Krausova from Czech Republic. Overall it was considered a success.

- Niska Bania – Louise Joselyn (UK)/ Riikka Vilkuna (SWE)

Sadly there were not enough women to declare a European Championship. All 12 rounds were flown. Although Slovenia still dominates this discipline they are getting stiffer competition. There were two minor accidents but generally it was a very safe comp. It has generated many ideas for PG Accuracy which will be dealt with in the Accuracy SSC report.

Riikka congratulated the organisers for a well run competition

11. Aerobatics Working Group report and proposal

Yves Goueslain (FR) explained who is in his working group and invited anyone interested to join them. They work throughout the year.

The LRs for the World Aerobatic Championships were approved. The ranking to be used for team sizes has not been published on the FAI website yet because some results are still being contested. It was decided to put a deadline of 21st February 2006 to either finalise these results or exclude them from the ranking. The ranking will then have the formula adjusted as the working group decided, then published as soon as possible. This WAPR will then be used to set team sizes for the World Championship 2006.

Agreed unanimously.

12. HG Sub-committee report and proposals

Dennis Pagen (US) presented this.

The LR's of Croatia were recommended to be ratified with the change of date to begin the 17th June.

John Aldridge moved an amendment to remove the minimum number of participants for an aerobatics competition; this was passed.

Urs Dubach (CH) queried referring matters to the Scoring & Software WG. He felt that there are rule changes that are being passed without being discussed by the HG or PG SSCs. Dennis agreed rule changes should be decided in SSCs but the SSC needed to check if current and planned scoring software could handle any proposed changes so they could be trialled on a large scale before S7 changes are made.

DHV proposal for safety standards (Annex 11 to the Agenda) – this was modified by the German delegate so it only addresses Category 1 events. It will be trialled this year at

the Europeans with no penalties so it was removed from the 2006 plenary agenda by agreement with the proposer and will go on the 2007 agenda.

It was agreed that the German proposal for combining flexwing, rigid wing and women's world championships in future (Annex 24 to the Agenda) should be left until the numbers entering the 2006 women's and rigid wing worlds are known. The proposer agreed to remove it from the Plenary agenda.

The Plenary approved the complete report of the HG SSC as amended (regarding minimum numbers in aerobatic Cat 2 events).

Following this report, the Plenary agenda was modified –

The Australian proposal (Annex 14 to the Agenda) has been transferred to the scoring & software working group, the proposer will wait for that report before deciding to keep it on the agenda or remove it.

Section 7A – there is a lot of detail and JA will produce a separate report summarising these tomorrow.

Italian proposals (carried over from 2005) were dealt with to the satisfaction of the proposer and removed from the Plenary agenda.

Max Bishop commented on the Italian request that CIVL consider the liability implications for meet organisers in some countries, He said that a meet organiser will not be covered by the FAI insurance policy. Organisers are strongly recommended to take out their own liability insurance. He added that liability is not likely to be proved if the rules are good and the organiser is competent.

Agreed unanimously.

13. PG Sub committee report and proposals (Annex 6)

Leonard Grigorescu presented his report.

There were thanks for Xavier Murillo (FR) for all his work as previous PG SSC chairman.

It had not been realised that the way of calculating nations rankings did not match S7B since the implementation of the new system in 2005. It is proposed to change S7B.

The reallocation graph will be put back into S7B. Team sizes will be changed to a maximum 6+2 after re-allocation which will apply to Morzine. The minimum number of tasks and competitors required for Category 2 events will be removed from S7B. There will be a new template for LRs which it will be mandatory to use. The document for glider airworthiness will be changed, similar to that for the PWC but with the load test included. The LRs for Manilla will have to be approved before the Plenary meeting. 2 bids were received, one for the first Pan American Champs and one from Serbia and Montenegro for the 2008 European Champs, both were considered strong enough to be presented to the plenary.

There was discussion about the policy on rest days, the SSC wished to make it possible to vary this by one day in either direction to avoid losing a good day but as this had not been notified on the agenda as a proposed change the current rule in S7B stands – that after 6 consecutive days flying there may be a rest day.

Agreement with the proposers could not be reached on the first 2 points in the Portuguese proposal or on the Australian proposal regarding scoring a stopped task. These will remain on the Plenary agenda

Agreed unanimously.

14. PA Sub Committee.

Louise Joselyn presented her report. She thanked Max Bishop for his help in arranging the ARISF match funding and is requesting approx €3,600 from CIVL to train more judges. This money will be matched by the ARISF account. (see explanation below) Recommended acceptance of bid by Serbia and Montenegro for 2008 Accuracy Worlds. Louise recommended to accept changes on Annex 22 to the Agenda.

Annex 23 It was agreed not to make it mandatory to have a helicopter for Accuracy competitions. There have been lots of discussion about relaunches, the SSC haven't

achieved consensus so will defer the decision to next year. The SSC want to rearrange their version of S7 but retain a commonality of numbering with other Section 7s and have found a way to achieve this. SSC has recommended to move to the new WPRS system but with a change to the formula to better suit the numbers in their discipline. This will be implemented as soon as the SSC achieves consensus on the formula. Flip pointed out that the LRs will be changed in light of the PG Accuracy test competition and the full LRs will not be presented to the Plenary before the World competition.

Approved unanimously.

Max Bishop explained that ARISF (Association of Recognized International Sporting Federations) funding up to USD 2430 (approx €2,000) had been obtained. This was on a “matched funding” basis so CIVL would either have to provide or obtain 50% of any funds spent before the other 50% could be re-claimed. The current funding is available for the present 4 year Olympic cycle. Any money up to this limit not used for paragliding accuracy judges could be used for training of other officials such as stewards or acrobatic judges providing the case was written up appropriately and met the fund’s criteria.

15. Record, Badges and Flight verification sub committee report and proposal.

Scott Torkelsen (DNK) gave a verbal report. He showed the proposed patches, pins and badges. They will be sold in packs except the Diamond pin. Prices may come down in the future but at the moment the diamond pin will be €12 each and the others €4 each. All of these will only be available through the National organisations.

The working group has been busy throughout the year so despite having a small turnout to the meeting, there were several changes required to S7D.

Approved unanimously.

At this point Pierre Portmann, FAI President, took the opportunity to address the plenary. He said he was glad to be here, especially watching such a young commission. He gave thanks to all the volunteers who make our sport work and enable FAI to be what it is today. There are still challenges ahead, such as only allowing one representative from each country, but this is being worked upon.

16. Safety & training sub committee report and proposal

A severe accident is defined as “if hospital treatment for more than 24hrs is required.”

The accident /incident report form should be used when reporting these. SSC has agreed with proposal.

Approved unanimously.

17. Environment - Thomas Senac (FR) reported.

Flip is happy to thank Thomas for volunteering for the Environmental representative in CIVL. Thomas said how easy it is for authorities to ban rather than allow activities. CIVL could be more proactive to show its interest in environmental issues. There will be ongoing work during the year.

Max Bishop reminded everyone on the FAI website there is an environmental code of conduct, which will be helpful if we are attacked, but which should be followed anyway.

18. Presentation of bids for 2008: Worlds HG and PG Aerobatics, European PG, European HG, Worlds HG Class 2, Class 5 and Women Class 1, European PG Accuracy.

FK told the plenary we have received no bids for the European HG Championships, World Championships HG in Classes 2, 5 and Women, Asia Oceania PG. He asked for the Plenary to approve that the Bureau can find an organiser and approve the bid if suitable. This is in accordance with CIVL Internal Regulations 3.6.4. This was passed.

Brazil was to present a bid for the first PG Pan-American championship to run approx 27th March to 6th April 2008 but FK had agreed they did not have to be here in person as they are currently suspended for not paying FAI dues for 2005. He asked the Plenary to give the power to the bureau to agree to accept the bid if the fees are paid.

HP Fallesen (SWE) proposed an amendment, seconded by Craig Worth (AUS) that the Bureau should only accept the bid if Brazil has paid the subscription fees for both 2005 and 2006.

18 were in favour to amend the proposal. It then passed.

19. Australian proposal for PG stopped task scoring (Annex 13 to Agenda)

The PG SSC had rejected this proposal 5:2 but Australia wished it to be considered by the full plenary. It proposed stipulating a minimum time after which a task would be scored if stopped. Chris Burns (UK) pointed out that tactics would be changed depending on whether it would be scored and preferred the current rule. Both systems have limitations, it makes no difference if it is a time or a person in goal. The proposal was defeated.

20. Norwegian proposal (Annex 15 to Agenda)

This was withdrawn as the proposer was satisfied with how the matter had been dealt with in the HG and PG sub-committees.

21. Icelandic proposal (Annex 16 to Agenda)

This was withdrawn as the proposer was satisfied with how the matter had been dealt with in the HG and PG sub-committees.

22. Scoring and Ranking Software WG report

Ágúst Guðmundsson (ISL) gave his written report and then gave a demonstration of the proposed new system, everyone was extremely impressed at the work achieved so far, the potential and the speed with which it has been achieved. So far all this has been produced free of charge and while this is hoped to be completed without any money, there is money allocated in the budget for this.

23. WPRS report

Paula Howitt gave a short outline of the work so far. In the last year the Paragliding Accuracy ranking has been built along the lines of PG and HG. Once the formula is changed as they requested, it will be implemented as the current system.

A new paragliding aerobatics ranking has also been similarly developed, it is not complete due to still waiting for confirmation of some results. It will be completed and published by 21st February 2006.

24. Amendment to the CIVL Internal rules (Annex 26 to Agenda)

Agreed unanimously

25. PR report

Stéphane Malbos reported on the new website, which should be completed in the next month or so. There will be more opportunity for sub committees and working groups to publish information in their area of the website, at the moment access will be through Steph Malbos, Paula Howitt and Flip Koetsier.

The book "And the world could fly" was promoted.

26. Future of the WAG:

Max Bishop reported that he could not give much of an update until after the FAI board meeting which takes place over the next two days.

27. Section 7 sub committee report and proposal (Annex 19 to Agenda)

John Aldridge presented these and they were approved.

JA also asked to approve inclusion of sample Local Regulations in Section 7C

Agreed unanimously

Sunday 12th February

Roll call, number of votes

Australia, Austria, Belgium, Canada (proxy to USA), Croatia, Denmark, Finland, France, Germany, Greece, Iceland, Italy, Japan, Korea, Lithuania, Mexico (proxy to Spain), Netherlands, New Zealand (proxy to Australia), Norway, Portugal, Romania, Serbia and Montenegro, Spain, Sweden, Switzerland, Turkey, UK, USA.

Total : 28 votes (15 = simple majority, 19 = 2/3 majority)

28. Portuguese proposal – Team size and scoring (Annex 18 to Agenda)

Fernando Amaral (PRT) stated he wanted it discussed and voted on by the main plenary not just the SSC as it addresses a principal – that of fairness. There was a lively discussion with differing points of views. The proposals were dealt with in two parts:

Proposal 1)

Team sizes are set according to a base size of **3 pilots** plus **1 female pilot**.

Remaining places and vacant places are assigned to teams according to the reallocation rule.

18 votes – passed

Proposal 2)

The rule to re-allocate extra places is based on a **random drawing**.

When a country is assigned one extra pilot it is removed from the list of candidates for extra pilots until all countries (having pilots that meet the qualification criteria) have one extra pilot assigned.

The same process is then used for assigning teams with second extra pilots and so on.

In favour: 12 votes, Against: 8 votes, 7 abstentions. Not passed.

(it was mistakenly announced at the Plenary that this proposal had passed but CIVL Internal Regulation 3.9 states that “decisions shall be taken on a simple majority vote of the Delegates present or represented by proxy”; 14 votes were required for that majority.

29. Awards:

There were 2 nominations, for the HG and PG Diploma, from Italy and Hungary. Only one can be awarded each year. Mr Caronti from Italy was voted to receive it this year.

30. Treasurer Report and Budget

Stéphane Malbos presented the accounts and the budget (Annexes I & J). He was congratulated on his clear production of them. JA asked SM to confirm that future financial reports would show the sources of sanction fees by discipline; SM confirmed this will happen.

31. Award of the 2008 Championships, signature of the organiser agreements

The successful bids were:

Nis, Serbia and Montenegro for the 2008 PG European Championships, dates will be confirmed within the next weeks but it will be around July 5-10th 2008.

Nis, Serbia and Montenegro for the 1st European PG Accuracy Championships from 3-10th August 2008.

Voss, Norway for the 2008 World Aerobatic Championship (dates to be confirmed within 4 weeks 20-29 June or 22-31 August)

32. Elections:

CIVL president:

Nominated were Vladimir Svorcan (Serbia and Montenegro) and Flip Koetsier (Netherlands).

Flip Koetsier was re-elected

CIVL Vice presidents:

Only 4 delegates were willing to accept the nomination so they were all accepted:

Ágúst Guðmundsson ICL

John Aldridge UK

Scott Torkelsson DEN

Jim Zeiset USA

Treasurer;

Only Stéphane Malbos (FR) was nominated so he was re-elected.

Secretary;

Of those nominated only Leonard Grigorescu (ROM) was willing to stand so was re-elected.

32. Dates and venue of the Next meeting

Roll call, number of votes

Australia, Austria, Belgium, Canada (proxy to USA), Croatia, Denmark, Finland, France, Iceland, Italy, Japan, Korea, Lithuania, Mexico (proxy to Spain), Netherlands, New Zealand (proxy to Australia), Norway, Portugal, Romania, Serbia and Montenegro, Spain, Sweden, Switzerland, Turkey, UK, USA.

Total : 26 votes (14 = simple majority, 18 = 2/3 majority)

February 2nd-4th was the preferred date.

It was voted with 2/3rds majority to hold the next meeting in Talloires, France.

33. PG Worlds 2009

Notification of intention to bid had been received from Mexico and Italy. Italy was present and was given the opportunity to address the plenary.

Annexures:

- A. Report of the CIVL President
- B. Report of the Aerobatic Standing Sub-committee
- C. Report of the Hang Gliding Standing Sub-committee
- D. Report of the Paragliding Standing Sub-committee
- E. Report of the Paragliding Accuracy Standing Sub-committee
- F. Report of the Scoring and Ranking Software Working Group
- G. Report of the PR Officer
- H. Report of the Section 7 Standing Sub-committee
- I. Financial Report
- J. 2005 and 2006 Budgets

President's report to CIVL

Priorities

When in Panajachel during the last Plenary Meeting, I was elected as the new CIVL President, I made some promises about our priorities.

The absolute first priority of the CIVL bureau has to be and will be safety. Competition organisers, competitors and officials are getting used to the new safety rules that were implemented in our sporting codes and the competition rule books and that are put in the Local Regulations of the big competitions. During the General Conference of the FAI, that was held in Paris in October, I found out that the Executive Board of the FAI, the Air Sport Commission Presidents and the Delegates are very interested in the measures that we take to improve safety. When it concerns safety and the history of serious accidents, we are not the most popular commission in the FAI.

National HG and PG federations, that want to register teams for Category 1 competitions, must realize that the pilots will have to be qualified to fly in those competitions. Accepting pilots in the major competitions that are not qualified means that safety risks are being taken. The qualification rules are clear and except in very special circumstances, that have been described in the sporting codes, exemptions for pilots that did not qualify are not possible.

The second priority has to do with communication. Meeting and speaking with Hang Gliding and Paragliding pilots all over the world gives me and the bureau the impression that there is often little or no communication between them and the people who represent them at meetings such as this one or other meetings of the FAI that concern them.

- The pilots of national HG or PG teams are often not involved in the choice of the site of a next major championship (they often do not even know that there will be a possibility to choose)
- Many pilots and sometimes even national Hang Gliding and Paragliding federations do not know about FAI Sporting Licenses or the qualification criteria for competing in major competitions
- The national HG and PG federations are frequently unaware of the possibility of having their National Championships sanctioned as FAI events, or the possibility to use such events as the basis for qualifying for Category 1 competitions etc.

The CIVL bureau thinks that especially in this era where everybody is communicating very easily via the Internet, it must be possible and not too difficult to reach the Hang Gliding and Paragliding community worldwide. We and especially our treasurer Stephane Malbos started working on this with enthusiasm. Since the Plenary Meeting in Guatemala last year we put everything that we consider that is useful for the pilots to know on the internet on the CIVL website. Thanks to the energy of Stephane and the assistance of the FAI secretariat and especially Thierry Montaigneaux, we are now better able to inform the pilots about what is happening.

Our third priority has to do with the scoring systems. I promised the Plenary that we will investigate the possibilities to develop a new scoring system that can be used by all the different disciplines in our sports. At this moment the competition organisers in these different disciplines in our sports work with different scoring systems. That causes a lot of work for the people who are responsible for putting the scores of the CIVL sanctioned competitions in the Pilot Ranking Systems. It must be possible to develop a uniform and hopefully more consumer friendly scoring system that can be used by the different disciplines in Hang Gliding and Paragliding. To evaluate the possibilities for such a system, a working group, chaired by Agust Gudmundsson, has been set up. According to the first reports of the working group the development of such a system can be done. It will have more user features and will be able to make life easier for competition organisers and competitors. Agust will inform us and keep us informed about the progress of the working group.

CIVL Activity

The sports activities in the CIVL are ever-growing and we are confronted with increased numbers of CIVL sanctioned events worldwide. The long-established cross-country soaring Hang Gliding and Paragliding Championships were joined by Paragliding Accuracy in 2000. This year we add Aerobatics in Hang Gliding and Paragliding following the agreement of regulations and the successful test competitions held last year at Villeneuve in Switzerland.

World and (Test) Continental Championships that have been organised in the past year:

- Paragliding cross-country World Championships in Brazil

- Paragliding Accuracy World Championships in Serbia & Montenegro
- Test competition for Hang Gliding World Championships classes 2, 5 and Female (class 1) in the USA
- Test competition for Hang Gliding European Championships class 1 in Croatia
- Test competition for Paragliding European cross-country Championships in France
- Test competition for Aerobatic World Championships in Hang Gliding and Paragliding in Switzerland

During these events the CIVL was represented by international juries and CIVL stewards in the World Championships. The test competitions were attended only by CIVL stewards, who assisted and advised the competition organisers and competitors about rule interpretation etc, and made recommendations for smooth running of the Championships to come.

The number of category 1 competitions is growing and it is good to see that the numbers of people who wish to invest some of their free time to serve as jury member or meet steward in those competitions, are growing too. Next to the jury and steward seminars during the plenary meetings and some major competitions we started training stewards during some of the test competitions of the future world –or continental championships. In Paragliding Accuracy special seminars for judges have been organised and the Aerobatics Working Group will start similar seminars for training judges.

The CIVL bureau is happy to see that there is some interest from countries in other continents than Europe to organise continental championships in the near future. In the past year there has been some communication with competition organisers in China for the organisation of continental Asian Paragliding Championships and we received a bid from Brazil for organising Pan American Paragliding Championships in 2008.

The CIVL likes to encourage competition organisers worldwide to organise continental championships in Hang Gliding and Paragliding.

PG Subcommittee

During the year the PG Subcommittee chairman, Xavier Murillo, had to resign as SC Chairman, because he was not able to find all the necessary time to do all the work that needs to be done in this function. The secretary of the bureau, Leonard Grigorescu, took the function of chairman of this Subcommittee over from Xavier. On behalf of the bureau and the PG community worldwide I like to thank Xavier for all the work that he has done for the PG Subcommittee and the development of the sport. Xavier and I agreed that I can always contact him, if we ever need him and his knowledge of the sport.

Aerobatic Working Group

Thanks to the work of the Aerobatics Working Group, chaired by Yves Goueslain, that has produced rules for organising and running Aerobatic championships, this HG and PG discipline will be part of the future competition calendar of the CIVL too. The CIVL bureau proposes to have this Working Group changed to Standing Subcommittee and has implemented this proposed change into the revised version of the CIVL Internal Regulations.

Environmental Working Group

After some years of inactivity the Environmental Working Group has been reanimated and the WG will, chaired by the enthusiastic Thomas Senac, take care of our environmental matters and represent the CIVL in the FAI Environmental Commission. In the plenary Thomas will report about the last commission meeting of the FAI and his activities.

Records, Badges and Flight Verification

In Panajachel Guatemala, the work group had a meeting chaired by Scott Torkelsen and the plenary ratified the new and revised hang glider and paraglider requirements. See section 7d. The latest development being, the new pin and badge design which incorporates both FAI's logo and CIVL's and is a distinguished looking design, that will last a long time, indicating to other pilots, the level of flight achieved. We sincerely hope that these pins and badges will become a success in your countries. CIVL is the first FAI Air Sports Commission to use the FAI web shop, to order and pay for these items in a simple procedure. The work group will be collecting data concerning countries purchasing of these items and pilots flying these tasks, highlighting diamond flights and publishing results to the plenary to promote increased awareness to these record and badge flights. Scott Torkelsen was also appointed to the newly formed FAI-OLC Technical Commission, which after a meeting in Munich this fall, made it's recommendations to the FAI Executive Board, developments with flight verification via the internet will become a reality once a system and rules as well as financing have been agreed upon by FAI.

FAI

During the year I represented the CIVL twice at FAI conferences. Part of the two FAI conferences in 2005 were the meetings of the CASI working group. In the CASI working group the CIVL proposal of the plenary meeting in Guatemala about the 3 year rule has been handled and the General Sporting Code of the FAI will be changed or has been changed.

100 years FAI.

The CIVL contribution to the centennial celebrations of the FAI is the book "And the World Could Fly". This book about the history of Hang Gliding and Paragliding worldwide has been edited by Stephane Malbos and Noel Whittall, with contributions from all over the world

We also offered to FAI a framed original Rogallo kite.

Because of the centennial celebrations, the FAI General Conference, held in October in Paris, was very special. Some "high flyers" received from FAI a special Centenary Medal during a special awarding ceremony. These high flyers are people that have made significant contributions to aviation in the past 100 years. 3 time World Champion, 4 time European Champion Hang Gliding and HG Class 1 World Record holder, Manfred Ruhmer from Austria, was one of the people that was honoured between great names like Buzz Aldrin, Bertrand Picard and Steve Fosset, who also received the medal.

Awards

People from the HG and PG community that received awards during the General Conference in Paris are:

- Carlos Izquierdo from Spain, who received the Paul Tissandier Diploma posthumously for his contribution to air sports in Spain. Carlos tragically died at the early age of 38 in an accident during the European Paragliding Championship in 2004. Carlos' father, Jaime Izquierdo, was at the awarding ceremony and accepted the award on behalf of Carlos.
- Philippe Broers from Belgium, who received the Pepe Lopez Medal for a selfless act of humanitarian sportsmanship during the European Paragliding Championship in 2004. Although scoring well in the contest, with a chance of winning a medal, Philippe Broers did not hesitate to act when he saw a fellow pilot, Carlos Izquierdo, in trouble. His only concern was to assist that pilot. Philippe Broer's lack of regard for either his competition ranking or his own safety while assisting a fellow pilot demonstrates his outstanding sportsmanship. The award was presented by Jaime Izquierdo, father of Carlos. This was a very emotional moment for Mr Izquierdo and Philippe, who had not met before. They both received a standing ovation from the approximately 250 persons who were present at the ceremony.
- Song Gin Seok from Korea, who received the Hang Gliding and Paragliding Diploma for his contribution to the development of Hang Gliding and Paragliding in Korea. Song Gin Seok was not present in Paris and will have received his Hang Gliding and Paragliding Diploma later.

Subcommittees way of working

As my predecessor, Olivier Burghelle, already mentioned in his president report last year, there is a feeling that some subcommittees do not work as they should do all over the year. The bureau will produce some guidelines for the subcommittees about how to work throughout the year and these guidelines will be discussed in the subcommittees and implemented for the near future.

Problems that we were confronted with during the year

- Some competitions, that we received sanctioning applications for, have not been sanctioned. Main reasons for not sanctioning have been:
 1. Application for sanctioning has been sent in too late (Organisers must give a minimum of one month's notice of the event to the CIVL PR-coordinator)
 2. The approval of the NAC of the organiser was missing
- Competitors in FAI sanctioned events competing without a valid FAI Sporting License.
- NAC's registering unqualified pilots for category 1 competitions
- Organisers of category 1 competitions that, when making Local Regulations and preparing the competition:
 1. Do not seem to know about the by the CIVL Plenary approved rules in the Sporting Code (Section 7) and / or do not seem to care about following these rules
 2. Are not aware of the fact that details in the Organiser Agreement like the dates of the competition can only be changed if all the involved parties agree

- NAC's applying for exemptions from the qualification criteria to fly in Category 1 competitions for pilots, that did not qualify, because the NAC does not bother or forgot to have the different Open National Championships sanctioned as Category 2 competition.
- Confusion in some national teams, because private persons publish incorrect details (dates) about category 1 competitions on the internet.

To avoid disappointments or conflicts we strongly advise the national HG and PG federations and competition organisers to check and follow the General Sporting Code of the FAI, the different parts of our sporting codes (Section 7) and the publications on the CIVL website.

Before closing my report I wish to thank all the volunteers like the CIVL bureau members, the members of our Subcommittees, the organisers and volunteers who run the many competitions and of course Max and his staff for everything that they have done and do to make it possible for us to have fun in the sky in a safe way.

Flip Koetsier
CIVL President

Aerobatic sub-committee report – Lausanne, 2006

Dear delegates,

First I would like to introduce myself. I'm Yves GOUESLAIN from France. I'm in charge since Olivier BURGHELLE resignation of the Aerobatics sub-committee. I am in this sub-committee since its creation.

Today, the sub-committee works with a small group of technicians. Most of them are judges, organisers or pilots.

Violaine DUFOURMENTELLE (France), judge

Pernilla HAMMAR-ROGNOY (Norway), judge

Christelle LINK (France)

Pal HAMMAR-ROGNOY (Sweden), pilot

David EYRAUD (France), judge

Pascal POULLAIN (Switzerland), organiser

Marc AUBERTIN (France), organiser

François BON (France), judge

Mauricio GAVEO BRAVA (Brazil), judge

The sub-committee works all year long by e-mail and we have one or two physical meeting during competitions. Our experience is small and we have a lot of things to do to organise aerobatic activities. A lot of work has been done, but only a basic one. Aerobatic competition is very specific and most of time we have to create everything. We have no base to start with. Today, competitions and an international tour work more or less. This year the first World championship will be run and I would like to thank Switzerland to have accepted this challenge.

Thank you for your attention.

Yves Goueslain

First paragliding and hang gliding aerobatic world championship in Villeneuve (Switzerland) next August.

We have finalised the local regulation. Olivier BURGHELLE and Denis PAGEN will be in the jury.

PG Aerobatics rules (annex 21)

1.11 - Validation of the competition - A minimum of 2 runs are required to validate the competition.

1.6.1 – Persons entitled to impose warnings : The meet director for citizenship aspects (Following the Japanese delegate comments)

1.8 – Complaint, protest and appeal

In a Category 2 event:

- Complaint : to dispute a decision, the pilot must present his complaint to the Meet Director. The last moment to deposit a complaint is the first pilots briefing after the results are published.

- Protest : all the protest are decided by the Meet Director.

In a Category 1 event:

- Complaint : to dispute a decision, the pilot must present his complaint to the Meet Director.

The last moment to deposit a complaint is the first pilots briefing after the results are published.

- Protest : The Jury is nominated by CIVL and composed by three members from different nations.

- Appeal : The appeal to FAI made by the NAC as per General Section.

The organiser has to keep and archive the papers and notes from the judges.

All routines are recorded on video and will be referred to in case of dispute.

1.9 - Pilots' representative - See chapter 1.7

1.12 - Prize money - It is not mandatory "should" is replaced by "may"

2.2 – Judges - Replacement of jury by judges

5.3 - Landing

5.4 – Communication "homologated..." replaced by "certified if necessary".

5.11 - "additional show" replaced by "additional safety equipment where appropriate".

HG Aerobatics rules (annex 20)

1.6.1 - Persons entitled to impose warnings : the meet director for citizenship aspects.
(following the Japanese delegate comments)

1.6.4 - Warning. We replace all the chapter 1.6 by the chapter 1.6 from PG rules.

1.12 - Prize money - It is not mandatory: replacement of “should” by “may”.

5.11 - "additional show" by “additional safety equipment where appropriate”.

Annex C to 2006 CIVL Plenary Minutes

CIVL HANG GLIDING COMMITTEE REPORT - 10/2/2006

Attendees: Christof Kratzner, Rudl Burger, Niek Jorgen Askirk, Oyvind Ellefsen, John Aldridge, Herbert Seiss, Raimund Kaiser, Edita Alekniene, Darius Jakubauskas, Han Sangil, Craig Worth, Lillian LeBlanc, Zlatko Vukicevic, Davor Novak, Didier Mathurin, Jim Zeiset, Koos de Keijzer.

Chairman: Dennis Pagen

1. DHV Proposal for safety standards.

The DHV conducted a series of glider measurements at several competitions in the summer of 2005 to test the feasibility of measuring glider pitch device settings. These tests proved to be valuable and produced useful data. The results of these tests appear in annex 11 of the 2006 agenda. This check will be for cat. 1 meets only.

Motion (John Aldridge, seconded by Jim Zeiset): A working group be formed to move forward the introduction of the DHV proposal. Passed unanimously.

The working group consists of: Christof Kratzner, Jim Zeiset, Koos de Keijzer, Manfred Ruhmer and Dennis Pagen. They are charged with communicating with the manufacturers and pilots to spread the benefits of this program. It was discussed and agreed upon that a working program can improve safety as well as reduce the liability of meet officials. Reduced risk should also increase the pleasure of pilots worried about the need to push the limits of safety for better performance.

2. Australian proposals to change scoring software.

The proposal (annex 14 in 2006 agenda) was discussed briefly then sent to the Scoring Committee since the material fell under that committee's umbrella.

3 and 4. Norway and Iceland proposal for changes in the method of qualifying pilots and number of pilots in cat. 2 competitions.

These matters were sent to a working group to determine the points effect on various changes to the current systems. The real problem is to ensure that pilots in a meet are safe to themselves and others as well as ensuring that countries with small pilot populations have the means to qualify pilots.

The working group consists of John Aldridge, Agust Gudmundsson, Paula Howitt and Lillian LeBlanc. The group will consider using the WPR ranking to qualify pilots with no validity requirements for sanctioned cat. 2 meets or possibly the alternative requirement of flying in a meet with a given number of pilots.

5. Emergency requirements.

Motion (Koos with Jim second): The Emergency Requirements should be changed to recommendations, placed in the Organizer's Handbook as well as in the bid process. The Stewards will be tasked with checking with the meet Safety Director which safety items are present and which are not, to be included in the Steward's report. Passed unanimously.

John Aldridge action items—the Emergency recommendations to be added to the organizer's Handbook, the Steward's Handbook and the bid process.

6. Sec.7 committee agenda.

The Sec. 7a changes were reviewed and several with greater impact were discussed.

Motion (John, seconded by Zlatko): Change 2.20.10.4, stopped task from 15 minutes to 10 minutes as the time where a pilot is scored before a task is stopped. Passed unanimously except for one abstention.

Motion (John, seconded Zlatko): Change 3.3.1 to remove the minimum number of pilots for class 2 and reduce the number to 6 for class 5. Passed unanimously with 1 abstention.

7. DHV proposal for combined championships for men, women and classes 1, 2 and 5.

This proposal was tabled in order to see how many pilots compete in these classes at the World meets occurring in the near future. The item will be forwarded to the agenda for next year.

8. Italian proposals tabled from the 2005 plenary meeting.

a. Allowing a Pilot to start before the start gate. This procedure has been allowed in quite a number of meets. We referred this matter to the Scoring Committee to investigate as to the ability of various scoring programs to handle such a change. We will also observe its working in cat. 2 meets.

b. Splitting a meet into groups and a cut system. The proposed cut system will be put in the Organizer's Handbook as a guide if the split group option is proposed.

John Aldridge, action item to do the above. (Refer to Sec. 7, 5.2).

c. The proposal to donate a free scoring program to meets and automatically get them to support the WPR was referred to the scoring committee.

d. The proposal to alter the World team size dies for lack of support.

e. Meet Director liability is considered a very important matter. The suggestion for the CIVL to look for ways to reduce this liability was discussed. It appears that the problem varies with the country and the situation. We will continue to monitor this problem and enlist the help of the FAI in reducing our liability.

John Aldridge action item—look for the matter of director's liability insurance in the Organizer's Handbook and include a notice if it is not there.

9. Local Regulations for Croatia.

This committee approved the local regulations for the 2006 European Championships upon the recommendation of the Bureau. Flip, Dennis and Zlatko were tasked with resolving the detail of the starting and finishing dates.

Report of the Paragliding Standing Sub-committee

Present:

Leonard Grigorescu (Chair)	ROM	Del	Hakan Cici	TUR	Del/Alt
Hans Peter Fallesen	SWE	Del/Alt	Agust Gudmundsen	ICL	Del
Fernando Amaral	PRT	Del/Alt	Chris Burns	UK	Alt Del
Yoshiki Oka	JPN	Del	Knut Nygerd	NOR	Del/Alt
Mecys Komaras	LTU	Del/Alt	Craig Worth	AUS	Del
Yves Goueslain	FRA	Del/Alt	Klaus Tanzler	DEU	Del
Esa Alaraudanjoki	FIN	Del/Alt	Stein-Tore Erdal	NOR	Observer
Chris Borra	NLD	Alt Del	Thomas Senac	FRA	Observer
Urs Dubach	SUI	Del	Rasa Grigoraitiene	LTU	Observer
Stefan Mast	DEU	Alt Del	Paula Howitt	UK	Observer
Scott Torkelsen	DEN	Del	Stephane Malbos	FRA	Del

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1. Team sizes

The Portuguese proposal was read, then it was discussed.

It was found S7B doesn't reflect what has happened in the WPRS after it was adopted last year, it needs to be updated:

14.3.2 Team size is to be determined by a country's ranking at 4 calendar months before the first day of the Championships. It will be determined by the nations rankings according to the WPRS.

In S7B it was decided to delete last line to have 11 to the rest and have base of 3.

For any gender	Base	Extra	Team size	Total
Top 1-5 nations 3	2	5	25	
6-10 nations	3	1	4	20
11-nations	3	0	3	
Females				
1-10 nations	1	1	2	20
11-	1	0	1	

The existing re-allocation process is a continuous loop until all vacant places have been re-allocated.

Passed unanimously

It was also decided to put back in S7 the explanation of the re-allocation rule:

Re-allocation rule

Max team size 5 male 2 female (No re-allocation for nations 1 – 5)

Once team size has reached maximum that nation is removed from re-allocation loop

Rotation Order:

Vacant place	Nation rank
1 st	6 th nation
2 nd	11 th nation
3 rd	16 th nation
4 th	7 th nation
5 th	12 th nation
6 th	17 th nation
7 th	8 th nation
8 th	13 th nation
9 th	18 th nation

Continuing.

Craig Worth queried whether Manilla will still be max 5+2 and it was confirmed.

Looking at WPRS at the time of the Bureau meeting the numbers worked out that with the existing team size, it would work out at 157 pilots. There is concern that the Europeans will not reach this number.

150 was always set as a compromise between budget and safety.

For Morzine it is too late to change the team size.

c) The actual team size in S7 is written X+1 which was not quite followed in the last years because at the re-allocation we had to give the extra places to women which made the teams X+2. We'll have to change this also in S7. **Agreed**

2. Number of task to count in Cat 2 events - proposed 1 (annex letter from JPN)

Together with this proposal were taken in discussion the Norway and Icelandic proposals. There was discussion whether to use tasks or competitions for WPRS. 1 task comps should count as the formula will take care of it and devalue it.

It was voted on and agreed to remove from S7 the minimum number of pilots and minimum number of tasks. Scott reiterated in future bids will have to use the template for LRs and follow them.

3. S7 and template LR for cat 1 events (S7B modifications)

LG asked if could accept S7 recommendations that were left over from last year and some discussed now.. It was agreed. SM raised question whether the SSC could not allow a potential bid to go forward to the Plenary on the grounds of safety. It was agreed (with one abstention) that the SSC can *recommend* the Plenary not to accept that bid, but cannot veto it. S7B will be change accordingly.

Agreed 1 abs

4. Proposal regarding participation of media in cat 1 events

In S7b Paragraph 4.5 will be changed to read "For each task, the meet director, after consultation with the Steward, will determine the press flying activity for the day." **Agreed unanimously**

5. The glider airworthiness – Permit to fly (in S7B)

The proposed form from PWC to fly a prototype was studied, it was discussed whether the load test was required or whether a mathematical calculation would be enough. We will suggest to PWC to review their document and we will reconsider it next year. At the moment we will accept the document but only with the requirement for a load test.

It was agreed to adopt Stefan Mast as technical advice liason between CIVL and PWC.

6 Australian proposal regarding the stopping of a task

It was discussed at length whether to reintroduce the minimum time needed until a stopped task is scored. It **failed 2 for 5 against**.

7 Review of the LR's for Manilla - there may be changes after the test competition, subject to the Bureau approval

There were few changes agreed upon and these will be discussed with the organiser before the test meet. After the test meet minor changes may be made, subject to Bureau approval.

10 Australian proposal regarding scoring software.

The large majority want first to see how this changes will work and then to take a decision. For the moment the item was referred to the WPR WG.

Pan American PG Champs

Have organised successful PWC and it should be encouraged. To give the power to the Bureau to discuss the details if Brazil becomes a fully paid up member again.

Serbia

The PWC that was held there was succesfull. Appart of the lack of accommodation in hotels, having the HQ in Nis (15 minutes by car) will be an improvment and the SSC recommends to accept the bid.

Report to the CIVL Plenary Meeting 2006

Paragliding Accuracy – Part 1

General:

Paragliding Accuracy continues to generate interest with more pilots from more countries now participating. Over the past year, Japan, Bulgaria, Spain and Italy have all run internationally attended Paragliding Accuracy competitions. All were run according to Section 7 rules, though only the Italian competition applied for and was granted FAI Cat 2 status. There has been additional positive interest from Canada, Iceland, Latvia, Turkey and Czech Republic, and it is hoped they will organise competitions in 2006.

2005 3rd FAI World Championships Paragliding Accuracy, Nis, Serbia (See also Steward's Report)

The dominant event in 2005 was the the 3rd FAI World Paragliding Accuracy Championships held in Nis in Serbia. The event attracted 51 pilots in total, from ten countries: Bulgaria, Croatia, Czech Republic, Lithuania, Macedonia, The Netherlands, Serbia & Montenegro, Sweden, Slovenia and UK. The maximum 12 rounds were flown, taking five out of six of the scheduled competition days. Slovenian pilots took first and second places, a UK pilot took third. Team rankings were Slovenia, UK and Czech Republic (first time entrant).

(As a competitor) I agree with the Steward's Report from this event. The organising team had worked hard to address all issues raised after the practice event. The key staff (launch marshall and chief judge) were very well qualified and inspired confidence. There were very few incidents (safety or logistical) and the competition was completed successfully. Media coverage appeared to be excellent within Serbia, and there was one report (apparently) on Sky Sport.

As was the case in the practice event, all competitor nations at the pre-event were from Europe. We are aware that more needs to be done to attract pilots from other continents – a growing profile for the discipline within CIVL should help, but it is taking time.

The Rules issues arising from Riikka's Steward's report have been included in the Rules Discussion (see later).

European Cup

The 2005 Paragliding Accuracy European Cup held 5 (FAI Cat 2) competitions this year, in Lithuania, UK, Slovenia, Macedonia and Croatia. All were run successfully with 94 pilots from 11 countries competing overall. EC coordinator, Matjaz Feraric from Slovenia commented that in 2005 the competitions were run to a high standard, and that more effort had been made in most cases to make the events more attractive to sponsors, with better media coverage.

The plan for 2006 is finalised with 6 competitions scheduled: Lithuania (pre-event for Worlds 2007), Italy (first time), UK, Croatia, Czech Republic (first time) and Serbia & Montenegro.

Judging Seminars

Following CIVL agreement in February for a small budget to run Judging Seminars, four seminars were run by UK Chief Judge, Andy Cowley, in: Italy, UK, Croatia and Serbia. (See attached report for more details). It has been gratifying to see that further secondary seminars have spun out of this process, run by 'grandfather' chief judges in Slovenia and Serbia, taking place in Macedonia, Bulgaria and Slovenia. In terms of expenditure for 2005, we spent just €2,500 of the €3,500 originally budgeted. And, thanks to the efforts of Max Bishop, we have 'matched' funding from ARISF, which will cover half of this expenditure.

We would like to continue the series of Judging Seminars through 2006 and are requesting a budget of €3,500 from CIVL, to be matched by the same amount from ARISF. (See attached report for details)

CIVL Paragliding Accuracy – CIVL Plenary 2006

Subcommittee Meeting Minutes

Those present:

Louise Joselyn (chair)

Riikka Vilkuna

Hans-Peter Fallesen (Sweden)

Violeta Grigoraitiene (Lithuania)

Yoshiki Oka (Japan)

Esa Alaraudanjoki (Finland)

Chris Borra (The Netherlands)

Email input from :

Jurij Vertacnik, Matjaz Feraric, Janez Kustura (Slovenia)

Kamil Konecny (Czech Republic)

Nikki Spence, Liz Lawrence, Brett Janoway, Andy Shaw, Andy Cowley (UK)

Zdravko Jakob (Croatia)

Fabio Loro (Italy)

Mile Jovaoski (Macedonia)

Andrejs Pukitis (Latvia)

Uga Jondzic (Serbia & Montenegro)

1) Local Regulations for World Championships 2007 in Lithuania

The subcommittee has studied the Local Regulations prepared by the Event Director, Violeta Grigoraitiene and made some additional points and clarifications. In particular, several points have been added or amended to reflect the fact that this is a tow launch event: need for training qualification or proof of tow launch experience and tow equipment required; team size (5+2); wind speed limitations etc.

The Subcommittee presents these Local Regulations to the Plenary with the condition that there may be some changes following the Test Competition next week, and due to changes to Section 7 that may be agreed later, and that these changes to the Local Regulations will be subject to Bureau approval later.

2) Bid for 1st FAI European Championships in Paragliding Accuracy in 2008. The Subcommittee has studied this bid from Serbia & Montenegro, and has raised a couple of issues with the proposed Meet Director, Uga Jondzic, who will present the bid to the Plenary later. These issues include: income from pilot entries – the number looks a little high; sponsorship – hopefully this will be more forthcoming following the success of the Worlds held there in 2005; medical personnel & equipment; improvement of the track to launch; and language/communications. Uga has assured us that these issues will be addressed prior to the test event planned for August 2007.

The Subcommittee is happy to recommend acceptance of this bid by the Plenary.

3) Nordic/Icelandic proposal for reducing minimum number of pilots to validate Cat 2 events from 15 to 8.

The Subcommittee present voted unanimously to accept this proposal.

4) Section 7C clarifications, as per Annex 22.

The Subcommittee present, with email input received from some other members not present, voted unanimously to accept these changes.

5) Section 7C rule changes discussion, as per Annex 23.

1.6 Flight definitions: **Recommend to retain points:** 1.6.1, 1.6.2, 1.6.6.1, 1.6.8. **Recommend to modify/merge points** 1.6.10.1 & 1.6.10.8 as follows:

The Landing

The point at which any part of the paraglider pilot, his equipment (excluding speed bar, stirrup or tow yoke), or his wing first touches the ground.

Target Landing

A landing in which the distance of the pilot's first point of foot contact is measured in centimetres from the centre of the target.

Recommend to delete points: 1.6.3, 1.6.4, 1.6.5, 1.6.6.2, 1.6.7, 1.6.9, 1.6.10.2 to 1.6.10.7, 1.6.10.9

2.6.5 Emergency medical provisions

Passed with no objections. However, proposal raised with Safety committee as is in conflict with Annex 17. Subcommittee has indicated that Accuracy Events do not need to specify that provision of helicopter, or crew with GPS is mandatory, but that Subcommittee would recommend their provision in certain circumstances at the time a bid was specified. **Awaiting for agreement on this.**

2.12.6 & 2.19.4 **Passed** with no objections.

2.14 Contest numbers

Passed with modification that 3rd sentence is superfluous and should be deleted.

2.22 **Passed** with no objections

2.24.1.2 **Passed with modification** that sentence should be added to point 5.1.3.

2.24.5 to 2.24.6.5 Final Approach and Relaunches

Proposals deferred for further discussion during 2006.

However it was agreed that bullet points in 2.24.6 should be numbered: 2.24.6.1 etc to facilitate reference and future discussion.

3.2.5 **Passed with modification** that sentence starts: "It is recommended that...."

3.2.6 **Passed** with no objections

5.1.1 Pilot Scores

Proposal deferred for further discussion during 2006

6 Check lists for championship organisers

Subcommittee has revised this to ensure full relevance to Accuracy discipline, covering both hill and tow events. (separate document available – to be forwarded)

8.3 **Agreed with modification** of third sentence to read: "It shall be bi-coloured in bright colours, such as signal orange, luminous orange, pink or green, in contrast to the landing area, and such that a dark colour is at the tapered end and a light colour is closest to the pole."

9 Sample Local Regulations: Subcommittee has revised this to be more relevant to Accuracy discipline, covering both hill and tow events- Based on combination of Local Regs for 2005 Worlds (Serbia) and Draft Local Regs 2007 Worlds. (Separate document available – to be forwarded)

10 Championship Entry Form example, has been revised to be more relevant to Accuracy. (Separate document available – to be forwarded)

NB It was questioned whether the Sample Local Regs, Entry Form, Glider Affidavit, & Waiver form should form part of the Rules document at all, and maybe should be made available separately.

Section 7C Reorganisation:

It was agreed that we should merge chapters 5 & 8 to become Chapter 5 Scoring Systems & Target Equipment, and that the Judging Code, currently chapter 14 should become chapter 8. This would bring the Accuracy Rules information more coherent, while retaining commonality of numbering (approximately) with Sections 7A and 7B. **Subject to approval by Section 7 subcommittee.**

6) Adoption of different WPRS for Paragliding Accuracy, in line with HG and PG.

A trial system, currently on the FAI website, adopting the HG formula, is proving to be acceptable to the Accuracy committee. We are in discussion with the WPRS working group to determine the best formula.

The Subcommittee recommends changing to the new system, as being trialled currently, with the proviso that we can adjust the parameters of the formula to better suit the nature of Accuracy competitions (pilot weighting bands, etc), following recommendations of the WPRS working group, and agreement of the subcommittee.

Louise Joselyn, Chairman, CIVL Subcommittee – Paragliding Accuracy
10 February 2006

CIVL Subcommittee – Paragliding Accuracy – Judging Working Group

Judging Seminars & Training: 2005 - Summary Report

Objectives:

- To ensure Paragliding Accuracy Judging Teams operate consistently and to high standards globally
- To provide a Judging training programme and process for countries new to the sport
- To encourage more Judges to train to international standards
- To promote the sport of Paragliding Accuracy to other countries

Activity Summary:

Four Seminars and Training Sessions were held, in Italy in April, UK in May, Croatia in June and Serbia in August, each in conjunction with a FAI Cat 1 or 2 competition.

Direct Results:

- 60 people attended the Seminar/training sessions from at least 8 countries overall
- Valuable judging & pilot support contributing to success of Italy's first Accuracy Cat 2 competition.
- Advanced training for Croatian judging team and larger competition field than anticipated.
- Top international Judges compared methods & discussed/resolved inconsistencies of interpretation.
- 'Grandfather' List of Senior Judges in place.
- International Judging Register is in the process of being drawn up.
- International Judging Log Book is being produced for distribution in 2006.
- Judging Seminar Certificates produced for attendees.

Indirect/follow on results:

- 'Grandfather' training process already in place with consistent training programme now taken to additional countries and for internal training (Macedonia, Bulgaria, Slovenia)
- New pilots & judges attracted to competitions running seminars
- Increased interest from other countries (Iceland, Japan, Canada, Spain, Turkey)
- Greater participation in Rules discussions contributing to Subcommittee work during year

Future development:

For the coming year, 2006, we have identified the following needs:

- Broaden the geographic scope of the Seminars to: North America & Japan.
- Consolidate and expand in Europe, particularly aiming at countries new to the sport: Lithuania (hosting World Championships in 2007); Spain and Iceland (aiming for first Cat 2 comps in 2006); plus Holland, Turkey, Sweden.
- Continue high level, international discussions among Senior Judges.
- Establish use of International Judging Log Books.
- Promote importance of International Judging Register.

Summary of accounts for 2005:

Expenditure	Travel	Subsistence	Admin	Totals
Seminar 1 - Italy - April 2005	€527.28	€248.00		€775.28
Seminar 2 - UK - May 2005	€155.29	€77.55		€232.84
Seminar 3 - Croatia - June 2005	€384.51			€384.51
Seminar 4 - Serbia - August 2005	€773.57	€71.77		€845.34
Additional Costs				
Travel: Lithuania to Slovenia	€173			€173.00
Admin: Certificate printing			€44.57	€44.57
Total actual expenditure for 2005	€2,013.65	£397.32	€44.57	€2,455.54

I understand ARISF funding has been granted to cover half these costs. The original budget allocated by CIVL was €3500. We did not spend as much as anticipated for several reasons:

- Trainers were able to take good advantage of cheap flights
- Host countries were generous with accommodation/subsistence for trainers
- Fewer trainee judges than anticipated travelled to attend seminars in neighbouring countries, despite funding contributions available.

Now the seminars are established and proven, we anticipate higher take up by trainees in the coming year.

Louise Joselyn, Chairman – CIVL Subcommittee – Paragliding Accuracy

10 February 2006

**CIVL Paragliding Accuracy Subcommittee – Judging Working Group
Budget Request for Year 2 Judging Seminar/Training 2006**

Key activities:

4 Seminars to be held in mainland Europe (Lithuania, Iceland +2).

Flights & travel – 250euros per person	1500
Accommodation (B&B) – 120 euros per person	720
Contribution for travelling trainees	800

Total for European programme **3020 euros**

*1 seminar (2 Judges) in Japan, or, 2 senior Judging trainees to attend European seminar.

Flights & travel – 750 euros per person	1500
Accommodation (4 nights) – 250 euros per person	500

**1 seminar (1 Judge) in North America. This would ‘piggy-back’ a business trip by senior Judge, so budget covers internal flight and accommodation only.

Travel & accommodation	1500
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Total for intercontinental Seminars **3500 euros**

Admin budget to cover log books, certificates, etc 480

Total Budget: **7000 euros**

NB. We have matched funding agreed from ARISF, therefore, only half this amount (3500euros) would need to be sustained/budgeted by CIVL.

* Provisional on discussion/agreement with Seminar leader and Japanese delegates

** Provisional on availability of Seminar leader and agreement with N. American delegates

Louise Joselyn

Chairman, CIVL Subcommittee, Paragliding Accuracy

10 February 2006

Report of the Scoring , Ranking and software Working Group

Meeting started around 17.00

Present:

Agust Gudmundsson WG chairman, Iceland

Stein-Tore Erdal , Norway

Chris Burns, UK

Niels-Jorgen Askirk, Denmark

Manuel Fernando Amaral, Portugal

Raimund Kaiser, Austria

Secretary Chris Burns

Agenda:

The Agenda consisted of Australian proposal (annex 14 –Plenary 2006), request from HG SSC on penalties calculation and demo and discussion on the new CIVL database, WPRS, scoring and flight verification software.

Australian proposal on Race changes

1. Inclusion of OzGap2005 with a menu item for choosing 1998 or 2000 or 2005 version.
Feasible for new version of Race
2. Inclusion of Fixed Total Validity.
Not feasible at this time
3. Ability to calculate course to turnpoint cylinder edges rather than centre of turnpoints to improve validity calculations.
Feasible for new version of Race
4. Ability to enter turnpoint cylinder radius for each turnpoint rather than just start and goal cylinders.
Feasible for new version of Race
5. Ability to enter a handicap value for each pilot that can be used to produce handicap results in future scoring systems
Not feasible at this time
6. Ability to enter times for pilots who don't make goal so that future scoring systems can use this data (ie speed points for pilots who don't make goal)
Not feasible at this time
7. Modified report layouts that could be incorporated into the distributed version of RACE.
Feasible for new version of Race

• Question from the Hang gliding SSC (from Annex 12 – Plenary 2005)

Can this method of penalties for Start Before Start Opening be implemented in scoring software?

The pilot who starts before the start opening time will have his tracklog shifted forward by twice the time (in seconds) he started earlier.

This can be done automatically by adding new option in Race. If required for a competition it must be enabled in the competition settings.

The scoring reports must also indicate the penalties of this option.

Feasible for new version of Race

- **Recommendation of the WG on Race scoring software**

Create Race 2006:

- with the feasible additions
- with fixes of known bugs

To be ready in second half of 2006 if not limited by funding.

- **Demo and discussion on new CIVL software project**

The project is already well on its way and first modules are almost ready.

Slideshow is attached to give more information on the project, and a short demo will be given at the Plenary report of the WG.

Meeting finished at 19.15

CIVL Public Relation report - Lausanne 2006

Stéphane Malbos

2005 was a big year for PR. We published a book and started revamping our web site.

The book

And The World Could Fly was published in April, in time for the FAI Centenary celebration. Noel Whittall and Stéphane Malbos overlooked the project. As they wrote...

« This collection has been put together from contributions from all over the World. Some have appeared in magazines and other publications. Wherever possible accuracy has been checked from contemporary records to ensure that we present a fair representation of the growth of an amazing movement which really did bring the possibility of flight to everyman and everywoman. If your favourite personality or anecdote is missing, we apologise; there are so many characters and so many stories. With more time and a bigger budget we could have produced an encyclopaedia! »

As I am one of the co-editors, my judgement is biased. Still, I believe we put out a very good book, probably so far the best on the subject, thanks to the many contributions we received. This project was done on a totally volunteer base. Nobody got paid. All authorisations were given free of charge.

A big, big thanks to all who contributed. My deep, deep excuse to those who were not credited in the contributors list at the end of the book.

The quality of the book makes it an outstanding tool for promotion. Our President gave a few during the Centenary celebration and it was well received. So, please, don't hesitate to buy a few (a lot!), for you, for your friends and as gift for the promotion of the sport in your country.

The web

At the time this report is written, our web site is not yet totally revamped. The architecture and texts are ready since last December, but FAI, who is in charge of building what will really be a new CIVL site, has not found the time to work on it. Our hope is that the revamping will be final by the time of the Plenary. Fingers crossed...

Drupal

We will be using a software called Drupal, that enable us to write directly in the web site whenever and wherever we want. We will be independent then, and also will take a lot of work of FAI shoulders. Still, what appears on our site has to be controlled, official. In 2006, only three persons will have direct access to the web site : Flip Koetsier (President), Paula Howitt (Coordination Officer), and Stéphane Malbos (PR Officer).

Look

The appearance of the site will be the same as the Home page of the FAI site. FAI wants its image to be unified, whatever the sport involved. We will be able to personalise our site only through the use of appropriate pictures.

Architecture

We adopted a vertical and horizontal architecture. Vertical, per sport. Horizontal, per subject.

Here it is, at the bottom of this report...

Latest Article

An important feature of the site is what we call the Latest Article. In these spaces, we can write short news and attach files or pictures. They are organised in such a way that any news can be publish in one or many Latest Article spaces. All Latest Articles are published systematically on the Home page, that shows the 5 more recent. The older ones are archived and easily found from the Home page. Here is the Latest Article spaces architecture...

CIVL

Meetings

Subcommittees (all Subcommittees, Working Groups and Officers)

- Off. CIVL Coordination

- Off. Communication and Web

- Off. Jury and Steward

- SC Aerobatic competitions

- SC Hang gliding competitions

- SC Paragliding competitions

SC Paragliding accuracy competitions
SC Records, badges and Flight verification
SC Safety and training
SC Sporting Code
WG Environnemental Affairs
WG On Line Contest
WG Ranking system
WG Scoring system
WG World Air Games

Safety
Competitions
Rankings
Records
Awards
Documents
Hang gliding (everything about...)
Paragliding (everything about...)
Paragliding accuracy (everything about...)
Aerobatic (everything about...)

And the global architecture...

HORIZONTAL

Our sport

CIVL

The Delegates
The Bureau
The Subcommittees, Working Group and Officers

Meetings

The Plenary
The Bureau

Subcommittees

CIVL Coordination
Safety and training
Sporting Code
Hang gliding competitions
Paragliding competitions
Paragliding accuracy competitions
Aerobatic competitions
Records, badges and flight verification
Scoring system
Ranking system
World Air Games
On Line Contest
Environnemental Affairs
Jury and Steward
Communication and Web

Safety

International Pilot Rating Systems

Competitions

To compete

The FAI Sporting Licence

CIVL anti-doping policy

How to organize Category 1 events

How to qualify for Category 1 events

How to organize Category 2 events

How to qualify for Category 2 events

The subcommittees

Hang gliding competitions

Paragliding competitions

Paragliding accuracy competitions

Aerobatic competitions

The calendars

Hang gliding

Paragliding

Paragliding Accuracy

Aerobatic

The results

World championships Hang gliding Class 1

World championships Hang gliding Class 1 Women

World championships Hang gliding Class 2

World championships Hang gliding Class 5

World championships Paragliding

World championships Paragliding Accuracy

World championships Aerobatic

European Championships Hang gliding

European Championships Paragliding

European Championships Paragliding Accuracy

European Championships Aerobatic

Asian Championships Paragliding

The Jury Presidents reports

Hang gliding

Paragliding

Paragliding Accuracy

Aerobatic

GAP and RACE

Rankings

Hang gliding Class 1: Overall and countries

Hang gliding Class 1 Women

Hang gliding Class 2: Overall and countries

Hang gliding Class 5: Overall and countries

Paragliding: Overall and countries

Paragliding Women

Paragliding Accuracy: Overall and countries

Paragliding Aerobatic: Overall

Ranking formula HG

Ranking formula PG

Ranking formula PG accuracy

Ranking formula PG aerobatic

Records

- Recent news
- Lists of current world records
- Historical lists of current and past records
- The Records, badges and flight verification Subcommittee

Awards

- The CIVL Badges
- The Pepe Lopez Medal
- The Hang gliding diploma
- The Records, badges and flight verification Subcommittee

Documents

- FAI
- CIVL
- Safety
- Competition
- Anti-doping

Site Map

VERTICAL

Hang gliding

The Hang gliding subcommittee

To compete

- The FAI Sporting Licence
- CIVL Anti-doping policy
- How to organize a Category 1 meet
- How to qualify for a Category 1 meet
- How to organize a Category 2 meet
- How to qualify for a Category 2 meet
- The competition calendar
- The competition results
 - World championships Class 1
 - World championships Class 1 Women
 - World championships Class 2
 - World championships Class 5
 - European Championships Class 1
- The Jury Presidents' reports
- The World ranking
 - Class 1: Overall and countries
 - Class 1: Women
 - Class 2: Overall and countries
 - Class 5: Overall and countries
 - The Formula

Documents

Paragliding

The Paragliding subcommittee

To compete

- The FAI Sporting Licence
- CIVL Anti-doping policy
- How to organize a Category 1 meet
- How to qualify for a Category 1 meet
- How to organize a Category 2 meet
- How to qualify for a Category 2 meet
- The competition calendar
- The competition results
 - World championships
 - European Championships
 - Asian Championships
- The Jury Presidents' reports
- The World ranking
 - Overall and countries
 - Women
 - The Formula

Documents

Paragliding accuracy

The Paragliding accuracy subcommittee

To compete

- The FAI Sporting Licence
- CIVL Anti-doping policy
- How to organize a Category 1 meet
- How to qualify for a Category 1 meet
- How to organize a Category 2 meet
- How to qualify for a Category 2 meet
- The competition calendar
- The competition results
 - World championships
 - European Championships
 - Asian Championships
- The Jury Presidents' reports
- The World ranking
 - Overall and countries
 - The Formula
- Documents

Aerobatic

The aerobatic subcommittee

To compete

- The FAI Sporting Licence
- CIVL Anti-doping policy
- How to organize a Category 1 meet
- How to qualify for a Category 1 meet
- How to organize a Category 2 meet
- How to qualify for a Category 2 meet
- The competition calendar
- The competition results
- The Jury Presidents' reports
- The World ranking
 - Overall
 - The Formula
- Documents

Latest Articles

(last 15 titles)

The WPRS leaders in:

- Hang gliding Class 1
- Hang gliding Class 1 Women
- Hang gliding Class 1 Countries
- Hang gliding Class 2
- Hang gliding Class 2 Countries
- Hang gliding Class 5
- Hang gliding Class 5 Countries

- Paragliding
- Paragliding Countries
- Paragliding accuracy
- Paragliding accuracy Countries
- Aerobatic Solo
- Aerobatic Duo

Other Links

[AS NOW](#)

Site Map

[**FAI Home Page**](#)

Section 7 Standing Subcommittee Report

1. The following rule changes were agreed by the technical subcommittees and, if their recommendations are accepted by the plenary, these will appear in the 2006 editions of Section 7

Chapt	Rule and matter to be reviewed	Section
Chapt 1	1.6.4 – Uncompleted flight. Remove reference to death of a crew member as no discipline runs Multiplace FAI events and this could lead to confusion about whether it included ground crew.	7A, 7B & 7C – Agreed by all
Chapt 2	2.2 World and Continental Championships. Reword second paragraph for clarity.	7A, 7B & 7C – agreed by all
Chapt 2	2.3.5 – Safety Screening of Bids. Re-draft rule so that SSCs have to comment on safety by do NOT have the power to prevent delegates considering a bid.	7A & 7B – agreed by all
Chapt 2	2.4.1 – Championship flights. Correct chapter reference	7A & 7B agreed by all
Chapt 2	2.4.6 – Protests. Change amount of protest fee to allow 50 Euros as alternative to \$50 US. (in line with 7A)	7B – agreed
Chapt 2	2.5.1 – The Local Regulations. Remove bullet point item on films.	7A - agreed
Chapt 2	2.5.1 – The Local Regulations. Correct chapter reference from 15 to 9.	7B - agreed
Chapt 2	2.6.2.2 – Safety Director’s Responsibilities. Amend third sub-para by adding “or suspend launch” after “stop a task”.	7A & 7B – agreed by both
Chapt 2	2.6.2.4 – International jury and stewards. Amend to stipulate travel arrangements are made by agreement with officials.	7A, 7B & 7C - agreed
Chapt 2	Paragraph added with reference to FAI casualty guidelines under organiser’s responsibilities.	7A, 7B & 7C - agreed
Chapt 2	2.9.2 – change to X + 2	7B - agreed
Chapt 2	2.2 – World & Continental Championships. Amend to clarify the option to allow pilots from elsewhere in continental championships.	7A & 7B - agreed
Chapt 2	2.5.1 – Local Regulations. Remove reference to film. Replace “aeronautical chart” with “map or chart”. Add requirement for off-limit landing areas to be marked.	7A - agreed
Chapt 2	2.28.4 – Camera time. Remove.	7A & 7B - agreed
Chapt 2	2.29 – Outlandings. Remove reference to film and requirement for landing witness. Correct chapter reference.	7A & 7B - agreed
Chapt 3	3.1.1 – include requirement for test competitions to run with Category 1 sample Local Regulations and to Category 1 rules – except for the requirement for FAI jury or second steward.	7A, 7B & 7C - agreed
Chapt 3	3.1.5 – Representation. Remove in line with next edition of General Section. Replace with “3.1.5 – Licences. All	7A, 7B & 7C - agreed

	competitors must hold a valid FAI Sporting Licence”.	
Chapt 3	3.2.3 – remove reference to Appendix.	7A - agreed
Chapt 3	All tasks in Category 2 meets to count. – 7B changed to remove all reference to number of tasks.	7A & 7B – 7A agreed
Chapt 3	No split series meets allowed. Must run as single continuous meet with no more than one rest day.	7A, 7B & 7C – agreed by all
Chapt 4	4.3 – Limit of flight. Add that pre-fliers must not fly beyond the task start gate.	7A & 7B – agreed for 7B
Chapt 5 & 17	Remove aerobatic detail as this will appear in a separate annex. Keep reference to acro and add paragraph in annex stating that it contains only technical detail and that 7B should be consulted as well.	7B - agreed
Chapt 6	6.1 – Preparation. Add requirement to name safety director, qualifications and experience	7A, 7B & 7C - agreed
Chapt 6	6.5 – Local Regulations & Reports. Correct chapter reference.	7A & 7B - agreed
Chapt 7	7.1.2 – New Events. Change first-category to 1 st Category for consistency.	7A, 7B & 7C - agreed
Chapt 8	Remove distance calculation – it is not consistent with what actually happens in competition. There is still a reference to the FAI sphere when all our comp calculations use WGS 84. RB&FV SSC may wish to look at this too.	7A, 7B (7D) – agree by all
Chapt 9	New template for Local Regulations. Make use of format mandatory, forbid repetition of S7 detail – and possibly inclusion of purely local information which can then be included in a separate document which does not have the force of a rule.	7A - agreed
Chapt 9	Make “Certified Glider Statement” mandatory	7A & 7B - agreed
Chapt 12	First sentence correct by deleting “censoring” and inserting “censuring”.	7A, 7B & 7C – agree by all
Chapt 14	14.1 – FAI Photo Sector. Remove. Also remove reference in this section to position from which photograph is taken.	7A - agreed
Chapt 14	14.1 – Flight Verification. Remove reference to photographic evidence.	7A & 7B - agreed
Chapt 14	14.3.2 – teams. Better definition needed for where a nation ranks for women.	7B – revised by SSC
Chapt 14	include virtual goals and consider removing rules for photo evidence throughout.	7A - agreed
Chapt 16	16.1.1 – Category 1 Events. Remove reference to using photographic evidence.	7A - agreed
Chapt 16	16.1.2 – Approval. Remove as this does not happen.	7A & 7B - agreed
Chapt 16	16.1.3 (New) – What GPS units may be used and need to state which will be supported.	7A – agreed & revised
Chapt 16	16.1.4 – Photographic Back-up. Remove, no longer relevant	7A - agreed

Chapt 16	16.1.5 – IGC Standard Equipment. Change to requirement for pilot to supply necessary ancillaries and protocols for downloading.	7A – agreed and revised
Chapt 16	16.5.1 – Minimum Track log Points. Correct chapter references.	7A & 7B - agreed
Chapt 17	Include reference to the Aerobatic annexes here.	7A & 7B - agreed
New	Include new chapter with guideline for medals ceremonies – in line with new FAI document.	7A, 7B & 7C - agreed
	Amend badge distances	7D - agreed

2. The following rules were also referred to the relevant subcommittees for review and decisions made are shown in the right hand column.

Chapt	Rule and matter to be reviewed	SSC
Chapt 1	7A, B & C, 1.6, Flight Definitions –revise definitions so they cover just the necessary definitions relevant to Category 1 competitions rather than including record & badges definitions.	HG, PG & PA – revisions made
Chapt 2	7A, 2.15 – Contest numbers. Bureau proposal to remove ambiguity in the wording of the requirement for contest numbers to be displayed on the wing in Category 1 events.	HG – revised to make this organiser decision
Chapt 2	7A, 2.27.6 – Take-off “Push” system. Proposal to replace words “Pilot Number X is pushing” with “Pilot [Number X or Name] is pushing”.	HG – not agreed
Chapt 2	2.20.10.4 – Scoring of Stopped Task. US proposal to make the point at which pilots are scored 15 minutes before the task is stopped in cases where the Safety Committee has been consulted in flight.	HG – agreed with revision to 10 mins
Chapt 3	3.3.1 – Minimum Numbers. Amend minimum number of pilots required to validate Cat 2 meet to 9 for Class 5 only and consider whether any minimum should be set for Class 2	HG – revised in SSC
Chapt 4	4.3 – Limit of flight. Where there is to be added that pre-fliers must not fly beyond the task start gate also consider if penalties against teams should be permitted.	HG & PG – not agreed by HG. PG accepted for 7B but without team penalties
Chapt 9	Consider a standard format for Local Regulations.	PG & PA – this remains ongoing work in both disciplines

CIVL Financial Report - Lausanne 2006

The 2005 and 2006 budgets are shown in Annex J (Excel file). We invite you to click on the little red triangle in the top right corner of some of the cells. You will find there our comments.

At the very bottom, you will find a round up of the last years, details on some projects, and the 2006 budget as approved by the Plenary.

2005

Loss - Our 2005 account shows a loss of 35 074,05 Swiss Francs (SF). Let's try to understand why.

Category 1

We budgeted 18 000 SF of Cat 1 sanction fees and deposit and got 9 140 SF for a 8 860 SF difference. We budgeted 3 000 SF of reimbursement to Cat 1 competition organisers and ended up with giving back 20 230 SF. Difference: 17 230 SF.

Total deficit for Cat 1: 26 090 SF.

Those lines are very hard to predict and to balance. One year we get deposits and cash from the sanction fees of the 3 top countries in Cat 1 comp, and the next we have to reimburse the organisers, minus the CIVL part which is calculated on variables that we can't predict precisely.

2004 and 2005 are typical: last year we got 61 411 SF in and only 15 049 SF out.

This year we got 9 140 SF in and 20 230 SF out.

So we go from + 46 362 SF to - 17 230 SF, a 63 492 SF jump, far more than this year total credit!

It is almost an impossible job to project how much will be in and out every year. Still those lines, when you average them over the years, are always positive. Cat 1 sanction fees vary more or less between 1 200 SF and 5 000 SF (the max) per competition. They are a crucial part of our revenues.

Category 2

We budgeted 23 000 SF and got 19 995 SF, a 3 005 SF difference.

For the first time, Cat 2 comp revenues are lower than the previous year, event though we had in 2005 more comps than in 2004. Organisers are obviously charging pilots less to compete. We will not complain about that! Let competition be as accessible as possible (but please, no saving on safety!).

And The World Could Fly

We decided we would celebrate FAI Centenary by printing a book about the birth of our sport. In Panajachel, we budgeted for that 12 000 SF.

The project got bigger ; the Bureau agreed on an all colour 104 pages book instead of the 64 pages original one. That raised the cost to about 16 000 SF.

Then we paid some travel cost for the two editors and mailing cost for the many books we sent to thanks the many people who worked on the project.

Total cost of the project : 18 192 SF, 6 192 SF more than budgeted (but we have a very nice book!).

We got 5 109 SF from sales, so today the global costs is 13 083 SF.

If our dealers sell the 800 books we have left, the cost will go down to nil: a nice and cheap promotion for our sport.

Administration

Administration expenses are lower (from 22 108 SF in 2004 to 20 148 SF in 2005), even though we had budgeted an overall 33% raise (20% without telephone and travel).

Bureau expenses are on the raise (from 9 244 SF in 2004 to 11 736 SF in 2005), but not as much as we had budgeted (14 000 SF).

A lot of the Bureau members expenses are being paid by their respective NAC or federation. It does keep the cost down a lot!

We are budgeting for 2006 a significant raise in the secretary line, as we want Paula Howitt to get more involved in the web. Secretary travel is stable. Secretary telephone is going down, due to cheaper internet access.

IPPI Card

We need to apologise for this one!

The IPPI Card is a wonderful safety tool, and very successful one too. An average of 3 600 cards were sold every year from 2000 to 2004 and sales jumped up to 5 375 last year.

In the days following our October meeting, the Bureau took of couple of decisions concerning the Card.

First, we wanted to make it even more popular, and we decided to lower its price by 25%. The numbers prove that it was a good idea. We underlined the lower price in the provisional budget we submitted to the Panajachel Plenary.

Second, we decided to retrocede 25% of the Card fee to the FAI. FAI had been, for many years, taking care of the task of having the Cards made and disseminated. This extra load of work needs to be paid. The Bureau voted on that, informed the FAI, agreed on a process... and forgot to inform the Plenary about it!

The Bureau had legally the right to take such decision. He had also the duty to inform the Plenary and ask for its ratification. This was not done, and there come our apologies.

The 2006 Plenary ratified the Bureau's decision for 2005.

Judges training

Two new disciplines have emerged lately: Paragliding accuracy and Aerobatics. Both are badly in need of qualified international judges.

Last year, Paragliding accuracy has obtained, through FAI and ARISF (Association of Recognized IOC International Sports Federations), the funding of judges training. The deal is that ARISF will fund half of the training cost, the other half being paid by CIVL.

This worked well this year: to our 1 905 SF were added 1 905 SF from ARISF, and 48 judges were trained.

2006

Budget

The deficit will reach 40 060 Swiss Francs. Special projects expenses account for 47 020 SF.

Explanations of expenses and revenues are to be found in the little red corners.

We still have money left. Let's not be afraid to use it, but let's do it intelligently.

I trust the delegates of all countries to check with special attention the way we spend what is, in the end, the pilots' money.

This budget was agreed upon unanimously.

Euros

On January the 1st 2006, we switched our account to Euros. This is a more practical and used currency. No side effect expected, except in Section 7 were some numbers (sanction fees...) has been adjusted accordingly. The Plenary ratified this Bureau decision. Because we could not take for granted the Plenary decision, all 2005 & 2006 numbers are still in Euros.

Stéphane Malbos