



*Fédération
Aéronautique
Internationale*



Minutes

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

held in Lausanne, Switzerland
9 February 2006

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Minutes of the CIVL Bureau 9th February 2006
Hotel Aulac, Lausanne, Switzerland

1. Members Present:

Flip Koetsier (FK), Leonard Grigorescu (LG), Agust Gudmundsson (AG), Scott Torkelsson (ST), Stephane Malbos (SM), John Aldridge (JA), Jim Zeiset (JZ), Paula Howitt (PH).

2. In Attendance:

Max Bishop (FAI Secretary General),

3. Declarations of Conflict of Interests:

Stephane Malbos is working for the organisation of the Morzine PG Europeans 2006 and Jim Zeiset may be doing the same for the Florida Worlds 2006.

4. FAI Member Representation:

FK announced that there are some problems between the THK and some pilots. At the moment all communication with the THK or Turkish pilots should be sent through Max Bishop. Turkey will be represented at the Plenary and FAI are working to get a solution.

5. PWC and FAI Sporting Licences:

PWC Competitions are sanctioned as Category 2 competitions but it has become apparent that some pilots have been permitted to fly in the PWC without a FAI licence. There is a memorandum of understanding between the PWC and CIVL that has been interpreted in different ways by different parties to it. There are a number of possible solutions being explored. The FAI are working towards having a central database of FAI licences by 2008 or 2009. During the Plenary meeting there will be a meeting between Max Bishop, Christian Quest and Flip Koetsier to try to resolve this issue. FAI policy is that pilots must have an FAI licence to fly in FAI Cat 2 competitions. It was also pointed out that S7B does not currently require the use of the WPRS for Category 1 qualification.

6. SSCs and how they work through the year:

FK will visit all the SSC's to tell them how he would like to see this happening. During the year the SSCs should have some people who do the work, say 3-7 people who are experienced to make LR's or technical specifications. There is some ambiguity in our Internal Regulations about who may be members of standing subcommittees; this should be changed so that it is clear that recognised technical experts can be appointed and may even chair these subcommittees and working groups. As this is not an agenda item for 2006 the clarification will have to be proposed for the 2007 Plenary – action JA. Draft guidelines for SSC working have been produced by AG and distributed but these should have an addition pointing out that the rules for how the SSCs should be run are already contained in the CIVL Internal Regulations.

7. Local regulations:

During the test meet or directly after it the steward and organiser finish the LRs following the template in Section 7. They are sent via CIVL President to the relevant SSC. Once they have been agreed they are sent to the Bureau for approval. The Bureau will continue to approve LRs under IR 4.4 when the deadline for publication is before the next Plenary.

SM mentioned it was much better for PR reasons to have a physical goal line, but it was pointed out that for HG it could be a safety issue to have a virtual goal line.

SM said it was difficult to follow S7B and LR8. It is hoped to work towards having a standard template that doesn't repeat S7, and to test the LR8s in practice competitions before making any necessary changes in light of that experience.

8. Communication philosophy:

SSCs should regularly submit a report to the Bureau but should also publish information on the web whenever something has been achieved. This will inform pilots what is being accomplished between meetings and what is being worked on. However they should avoid accepting the views of individuals who may lobby them but whose views may not necessarily reflect those of their own NAC. Not everyone should have access to the web to publish except FK, SM and PH. SM suggested that reports that are prepared for the Plenary should be published individually not just in a zipped bundle. He also asked whether it was a priority to publish a press release containing a summary of the meeting straight afterwards, considering how long it takes to compile the minutes; this was agreed.

9. Location of next Bureau meeting:

It was discussed whether to return to Pleguien after 2006 if we are invited again, the Bureau was asked to consider alternatives, as it is difficult for some members to get to.

10. Guidelines for SSCs:

There are already some changes but they will be distributed after the Plenary.

11. Brazil - PanAmerican PG Championships:

There is a bid from Brazil for the 1st PG Pan American Championship. However Brazil is suspended from FAI for not paying its 2005 annual subscription. All the details of the bid have been sent to Flip and Max. The organisers of the bid assure FAI the subscription money has been paid, but as yet it has not been received. When a country is suspended it cannot take any part in FIA matters, such as proposing a bid. It is proposed to ask the Plenary to give the power to the Bureau to award the championship if and when the money is received but not to waste this opportunity for delegates to question the Brazilian representative about this possible bid.

12. Internal Regulations regarding members of SSCs:

It has been pointed out that the Internal Regulations could be interpreted as restricting voting members in SSCs to delegates and alternate delegates but not observers or other technical experts. This is felt to be undesirable and IRs should be amended to avoid this ambiguity.

13. RACE source code:

CIVL owns the RACE software, including all IP rights and source code. There have been a number of requests from individuals and a national federation to get a copy of the RACE source code. It is mostly intended for solving local runtime problems with RACE and also for modification so it can be altered to suit individual countries.

RACE is mandatory for scoring Category 1 competitions, if the source code is released we may have different versions in circulation and we may end up with the situation where we have Cat 1

competition scored with different systems. No matter how carefully we try to ensure people will stick to an agreement, we will never be able to guarantee that they will do so. It was agreed that the source code should be kept by CIVL and should not be distributed to individuals or national federation.

14. Official T Shirts and Badges:

ST distributed copies of CIVL T-shirts and badges/patches for approval. It is still work in progress but they were looking good. At the moment we have only budgeted for pins, should we agree a figure for the t shirts and patches. Charge €12 for the diamond pins and €4 for the others.
