FAI Hang Gliding & Paragliding Commission (CIVL)

MINUTES - CIVL Plenary Meeting

Lausanne 21st – 23rd February 2002

Friday 22nd February

Welcome and Roll Call

CIVL President Olivier Burghelle opened the meeting welcoming all the delegates and the FAI office staff.
Apologies : Mr. E.Liassis(Cyprus),Mr. Mike Zupanc(Australia),Mrs. Rita Batista (Portugal), Mr.A Korovine (Russia), Sarah Fenwick
The roll call of delegates followed with the following countries present or represented by proxy.
Australia, Austria (with proxy for New Zealand), Denmark, Finland, France, Germany, Greece (with proxy for Cyprus) Iceland, Japan, Korea, Netherlands, Portugal, Rumania, Slovenia, South Africa, Spain, Sweden, Switzerland, Turkey, UK, USA (with proxy for Canada)
24 votes

The FAI was represented by Max Bishop (Secretary General)

Approval of Agenda See Annex A

Olivier Burghelle presented the revised agenda, which was accepted unanimously.

Approval of the Minutes of the 2001 Plenary Meeting (Lausanne)

Olivier Burghelle proposed that the minutes were accepted. The motion was carried unanimously.

CIVL Internal Rules modification (Draft 1)

The recommendation was unanimously accepted.
In para 3.9, change the last section to read :

"Except as provided by § 1.7 and 3.7.2., DECISIONS SHALL BE TAKEN ON A SIMPLE MAJORITY VOTE (MORE THAN HALF OF THE VOTES CAST BY ELIGIBLE VOTES

PRESENT). DELEGATES WHO ARE NOT CONCERNED BY A VOTE SHOULD REFRAIN FROM VOTING (THAT IS, NOT RAISE THEIR HAND OR, FOR SECRET BALLOTS, NOT TAKE A BALLOT PAPER)."

President Report

President Olivier Burghelle presented his report that is **Annex 1** to these minutes

FAI Report

Max Bishop thanked the International Olympic Committee for their generosity letting us use the museum.
At the FAI conference in Montreux last October some 7 new members came joining FAI but unfortunately 4 were expelled for non-payment of subscriptions.
He reminds that in 3 years from now we'll celebrate the centenary of the FAI. We'll receive more information about this and the big celebrations that will take place in Paris and Lausanne.

Accuracy – Riika Vilkuna See Annex 2

Riika Vilkuna urges people interested in accuracy to go to the competition in Slovenia this year. Even if for some people accuracy is not interesting, there are many participants and for interested people is a good thing.

Review of the 2001 World Air Games

Algodonales report - Riikka Vilkuna
Riikka Vilkuna mentioned that the jury report is on the CIVL web pages and she expressed her surprise and concern that NACs do not check their pilots' qualifications and FAI-licences before sending them to international competition. We cannot accept that. NACs must take the responsibility, which is theirs according to General Section and Section 7. A competition site is not the right place to start dealing with national problems.

Sierra Nevada report – Leonard Grigorescu See Annex 3

Presented and annexed
The Swiss delegate said that he warned the CIVL about organising WAG in Spain and now we have the result of that decision.

WAG Liason Officer report – Olivier Burghelle See Annex 4

Olivier Burghelle read the report followed by discussions.
The idea of mixing the World Air Games and World Championship or any other Class 1 event was abandoned. The future WAG will have a different format but the Swedish delegate rejected possible decisions now on the new WAG format. Olivier Burghelle pointed out that the decision was already made on the FAI level and CIVL has no decision to make on this point.
Max Bishop said that FAI isn't pleased at all with what happened in Spain, but we learned more and we don't have to give up. When you bring so many sports in one area you have to make some compromises.

Break

The newcomers Norway and Belgium make **26 votes**
Discussions continue about WAG future.
There is a new format for making PG competitions more mediagenic . Beside Accuracy we should develop something like short race and aerobatics. In Germany there is already a working group for this purpose. We have to find a safely and controlled manner for aerobatics and to discourage young pilots to do aerobatics without a proper training

Sanction fee problem – Draft 3

Craig Worth (Australia) proposes to copy the system use by the parachutists (seconded by Denmark) to adopt a similar system to the IPC for cat.1 events. This amendment is for the points 1 and 3 from Draft 3.
"That designated countries pay their entry fees to FAI and that this is held as a deposit. If the event is deemed successful then the Sanction Fee is paid from these funds and the remaining moneys are paid to the organiser."
Voting the amendment: 19 YES 3 NO 1 abstention

Proposed Draft 3
New procedure for sanction fee payment:
1 Double the Sanction fee deposit: 1000 CHF when presenting the Bid
2 That designated countries pay their entry fees to FAI and that this is held as a deposit. If the event is deemed successful then the Sanction Fee is paid from these funds and the remaining moneys are paid to the organiser.
3 The bureau is empowered to sort the fine detail
Voting 21 YES 1 NO 2 abstention

The Plenary took note of the Bureau's recommendation to ban Spain from organising Category 1 events for 5 years and Category 2 events for 2 years, because of non-payment of WAG sanction fees. However, it was noted that this proposal might punish innocent parties, and could unnecessarily restrict CIVL's future freedom of action. After full discussion, the following motion was adopted: 'Bids from the Spanish NAC for Category 1 and 2 events will be considered for sanctioning by CIVL on their merits as soon as the 2001 WAG sanction fees have been paid.'
The FAI Secretary General stated that both sides wished to reach a rapid financial settlement, but that he could not give a precise date for when the fees would be credited to the CIVL account.
At the time of publishing the minutes the WAG sanction fees have been paid and therefore Spain can apply for any cat 1 and cat 2 Championship.

Progress report Chelan. Portugal, Brazil, Accuracy

Dennis Pagen and John Aldridge are liaising with Chelan
Jorje Oliveira is in charge of the Portugal PG WC
Zlato Vanic for World Accuracy – more info on the web site and from the organiser

Bids presentation

The bidding countries presented their bids in the following order:
European Hang Gliding Championship – Millau, France

Break

A newcomer Poland makes **27 votes**

Continuing bids presentation

First Asian Paragliding Championship – Hadong, Korea

Air Space presentation - Olivier Burghelle See Annex 1

Presents the intended Air Space situation and also the requirements presented by the Europe Airsports.

HG Subcommittee report (Draft 4) - Dennis Pagen See Annex 5

Dennis Pagen presented the report and the recommendation were voted as follow:
Voted : 19 YES, 0 against, 3 abstentions

Class Definition (Draft 10) – Dennis Pagen Sub-committee report as Annex 6

Class 1: Flex wing hang glider (original Section 7 wording unchanged).
Class 2: NEW DEFINITION: Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take off and land in nil-wind conditions.
Class 3: Paragliders (unchanged).
Class 4: Unchanged.
Class 5: NEW DEFINITION: Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the sole method of control in the roll axis and which are able to demonstrate consistent ability to safely take off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.
Note: The definition of pilot fairings is given at 20.7.

Additional rules are :
1. In Category 1 events, a national team must fill up its team quota in class 5 before it can enter a class 5 design in class 2.
2. For record purposes there are four classes: 1, 2, 3 and 4. Class 5 gliders are by their definition eligible to set records in Class 2.

The recommendation remains in Section 7 that both class 2 and 5 are offered in a meet and run simultaneously.

Saturday 23rd 2002

Roll call – 27 votes

Australia, Austria, Belgium, Canada, Cyprus, Denmark, Finland, France, Germany, Greece, Iceland, Japan, Korea, Netherlands, New Zealand, Norway, Poland, Portugal, Rumania, Slovenia , South Africa, Spain, Sweden, Switzerland, Turkey, UK, USA

Continuing the Class definition

First it was a vote for discussing the working group proposal:
Voting 25 YES, 1 abstention
There followed more debates regarding what class a glider could enter (i.e. two different class could compete together but with a different scoring and medals). Australia (seconded by UK) proposed also **that pilots could only be awarded competitions titles in one class.**
The plenary voted whether to accept the report of the working group
Voting 26 YES, 1 against.
The plenary decided that the working group should have a session during lunch time to clarify the wording. The final text that has been agreed on is written in the previous Class Definition paragraph.

Bids

Before voting the bids Switzerland (seconded by France) made a proposal to include also a class 1 and 5 in HG competition.
Voting 14 YES, 1 against, 1 abstention

European Hang Gliding Championship ,Millau France	22 YES
First Asian Paragliding Championship , Hadong Korea	25 YES

In the afternoon, after phoning Richard Walbec the Millau meet Director, the French delegation advised the Plenary that unfortunately for safety reasons it was not possible to accept rigid wings in that meet.
On an insistent request from the Switzerland delegate, Olivier Burghelle pointed out that now the frequency of the World Championships has been changed to be on even years, it was not necessary to run the European rigids in the same year. We could find organisers for European rigid wing meets during the odd years. CIVL will seek bids for these championships.

Safety and Training – Klaus Tanzler See Annex 7

Klaus Tanzler presented the committee report
Voting for the first 5 points of the report :

Points 1 and 2	25 YES
Point 3	25 YES
Point 4	24 YES
Point 5	26 YES

Regarding point 7, after ample debate the plenary decided that the Safety & Training subcommittee will check if is possible to verify in competitions if the serial class paragliders are indeed serial class types.

Flight verification Subcommittee report – Fred Escriba - Annex 13

Fred Escriba presented his report specifying that now it is possible to set a record without a witness, because the GPS can give all the accurate information.
Max Bishop answered saying that about setting the records (flight verification methods) we have to follow the rules of General Section.
In addition Australia proposed to have on CIVL agenda each year this topic of flight verification, just for category 1 events.

PG Subcommittee report and proposal – Xavier Murillo See Annex 8

Proposal to add 3 KG to the ballast

The plenary voted and the proposal was accepted with a large majority.

Then followed the proposal of the Nordic countries regarding the resurrection of the serial class PG competitions. A quick vote was called and yielded:

12 YES, 13 NO

Fred Escriba pointed out that we should read carefully the conclusions of the subcommittee before talking such important decisions.
The next proposal for voting was the Swedish proposal from Draft 5 regarding the pilot qualification for Category 1 events qualification. The issue was controversial as Sweden insisted the proposal be voted in plenary. Xavier Murillo disagreed saying that as long as the subcommittee reaches a conclusion the plenary should rely on it. Mark Presson from Sweden asked the plenary to vote on the proposal as dictated in the CIVL guiding documents.
A vote was called and yielded

12 YES, l NO

Rule 5.2 in Section 7 does not apply to PG only to HG.

Break

Olivier mentioned that the Swedish proposal does not exclude any previous requirements to category 1 events but it was evident that the plenary thought the proposal would replace the previous requirements. Mark Presson explained that this was an additional requirement to add another cat 2 event as a requirement for a total of "2". With this clarification Olivier Burghelle asked for a revote and this was accepted unanimously by the plenary.

The revised proposal was accepted by all for voting and stated, we adopt last years criteria and we add the implementation dates 1st January 2003 and add the Swedish proposal concerning 2 category 2 events experience for category 1 qualification.

Sweden Proposal from Draft 5 Pilot qualification

Voting large majority

Regarding the issue of stopping or cancelling a task the plenary voted for the subcommittee proposal:

Voting 21 YES

WPRS HG Working group report – Paula Bowyer See Annex 9

Presented and annexed

World Hang Gliding Series Report – Dennis Pagen

The WHGS has had little activity in the past year. Part of the problem is that we lost a major organizer last summer when Geoff Dosseter was paralyzed in a tandem accident. Geoff was a major contributor to the enthusiasm and effort to put on speed gliding events.
This year we have made contact and have a tentative agreement with the organizers of the Red Bull Kitzbuhel event for CIVL/WHGS sanctioning. The only drawback is that there is a review committee in Austria set to determine if speed gliding can be run as an event in Austria. The study is concerned with safety. It is the advise of this committee offered to the Austrian delegate that speed gliding run under WHGS auspices and rules for ten years have proven to be acceptably safe.
The event in Switzerland titled Vertigo is proceeding and should be sanctioned pending further negotiations. WHGS and the CIVL are co-ordinating efforts to provide judges and develop official rules for both hang gliding and paragliding aerobatics.
For an FAI sanctioned event the rules have to be added in Section 7. The Bureau has been empowered by the Plenary to do this after having reviewed them.

Continuing the Class definition

Class Definition Committee additional proposals

1. The class definition remain as approved by the Plenary.

2. In sanctioned comps in Cat 1 events a national team must to fill up to full team quota in Class 5 before it can enter a class 5 design glider in Class 2

3. For record purposes there are 4 classes: 1, 2, 3 and 4. Class 5 gliders are by their definition eligible to set records in Class 2.

4. It is the consensus of the committee that the current rulings will be reviewed at the next Plenary.

Voting Large majority

Go into effect from May 1st .
However, taking in consideration the next meet from Florida in April, where many people intend to use thin cables endangering their safety, the Bureau decided to change the implementation date. The implementation date of this specific safety rule is the Plenary meeting 26th February 2002.

Amendment to CIVL Subcommittee on safety and training

7. CIVL bureau should initiate an expert study to ascertain the feasibility of an examination and measurement method to determine a gliders compliance to the certification requirements of it's respective class at FAI sanctioned events.
Voting Large majority

Treasurer report - Jim Bowyer See Annex 10

Annexed
Denmark suggest that the budget to be send by e-mail with the agenda.
Voting Unanimous

Budget - Jim Bowyer See Annex 10

Annexed
Max Bishop said that we should include the cost for the medals and we should include the money sent by the organisers for the medals
Mark Presson (Sweden) proposed a symbolic sum should be given to the DHV work for safety and training. This will be done by the bureau. This was approved by a large majority

Aerobatics Working Group – Olivier Burghelle See Annex 1

Annexed
UK agree and support the idea of Aerobatics.
The bureau is authorised to put rule for Aerobatics:
Voting Large majority

Selection criteria for hosting of cat 1 events (Draft 14)

The matter has been deemed to need more investigation and the President has been asked to make a working group to put together recommendations to the next Plenary.

CIVL Goals

Sweden withdraw their proposal.
Olivier Burghelle noticed that regarding this issue we didn't translated yet in the long term plan the decision made last year on the CIVL goals, but this will be done in a near future: action Paula Bowyer

Waiver

Max Bishop said that a specimen waiver was successfully used in USA. Our lawyer made some modifications. Taking into account his recommendation, we will shortly have a form which will be sent to delegates.
Olivier Burghelle – the waiver will be put also in the local regulations of the competitions when the local law allows. The waiver will be added to the organiser guide lines.
John Aldridge wants the pilots to be told if the waiver has any power in the (organising) country.

Selection procedures to enter a category 1 meet –Paula Bowyer

Regarding the HG, there is a list on the Web where each pilot can find if he is accepted or not. For the Women we fixed a different standard roughly equivalent to Safe Pro Stage 5. If they don't fulfil 2/3 qualification rule they have to fill in a questionnaire regarding the experience required Members of the Bureau would then decide whether to grant exemptions from the 2/3rds rule.

Necessary Glider documentation - Olivier Burghelle

We will have the same procedure as last year. This will be on the entry form and we will strictly apply these procedures.
The rule states that a glider is either certified or prototype. If doesn't have any modification it is OK. For prototypes we need the manufacturer's authorisation for the pilot to fly that glider. A prototype must have the minimum load test.

Future intention to bid

Australia Bid for World HG 2005
Turkey Bid for PG Accuracy 2005
Brazil Bid PG WC 2005

Medals and Diplomas See Annex 11
Hungarian Proposal - Annexed
Max Bishop explains the procedures for according medals and diplomas.
Voting Large majority YES

Turkish proposal was withdrawn but the new info will be presented**.**

Section 7 sub committee Draft 12 – Olivier Burghelle

All the amendments to section 7 proposed in draft 12 have been accepted unanimously and are reflected in the section 7 changes accepted by the Plenary in annex 12

Draft 1.5 - Michael Zupanc report presented by Craig Worth See Annex 12
Craig presented Zupy's amendments.
Regarding 5.11.1 we will make just an exemption for the Chelan rigid wings.
The implementation for PG is May 1st and for HG is September 1st.

Elections

Olivier thanked Riika Vilkuna and Jim Bowyer for their remarkable efforts.
Max Bishop reminded the Plenary of the procedure for elections.

For President
Three nominations:
Olivier Burghelle
Mark Presson Declined
Stefan Mast isn't a delegate

Olivier Burghelle was re-elected

For Vice-presidents
Nominations:
Mark Presson
Dennis Pagen
Michael Zupanc

John Aldridge
Leonard Grigorescu
Mark Presson motioned to have 5 vice presidents.
Voting 23 YES

For secretary
Nominations:
Leonard Grigorescu
J.P. (Flip) Koetsier Declined
Scott Torkeleson Declined
Mark Presson Declined
Leonard Grigorescu was re-elected.

Treasurer
Olivier Burghelle will do the job until he finds someone willing to do it.

Date and venue of the next meeting
Romania bid for the next Plenary meeting.
Voting 18 YES, 8 NO
Having 2/3 of the votes the next plenary meeting will be held in Sinaia, Romania – date 20th – 23rd February 2003.

President closing remarks

The President confirmed that the next meeting will be organised in the same way with 2 days Plenary session and one or 2 days before the Plenary for working sessions. The chairs of the Working Groups/ Subcommittees will be asked to include in their agendas the necessary time to produce their reports that have to be distributed to all the delegates at the start of the Plenary.
Chairs of the WG/SC will decide if they need one or 2 days and this will be announced in the drafts concerned when distributing the Agenda.

Annex A

Revised Agenda 2002 CIVL Plenary meeting

Start time	N°	Item	Allocated Time
		Friday	
10.00	1	Opening the meeting	
	2	Roll call, apologies, proxies, N° of votes	40
10.40	3	Approval of the Agenda	5
10.45	4	CIVL Internal Rules modification (Draft 1)	30
11.15	5	Approval of the minutes of the last meeting	10
11.25		**Break**	**20**
11.45	6	President report	10
11.55	7	Report of FAI Secretary General	10
13.05	8	Review of the 2001 WAG.	
		Algodonales Riikka Vilkuna report	
		Sierra Nevada Leonard Gregorescu report	
	24	WAG Liaison Officer report	
		Sanction fee problem (Draft 3)	55
13.00		**Lunch**	**90**
14.30	31	Progress Report Chelan, Portugal, Brazil, Accuracy	30
16.00	21	Bid Presentation 4 Bids	60
16.20		**Break**	**20**
17.00		Air Space presentation Olivier Burghelle	20
17.20	11	HG Subcommittee report and proposals (Draft 4) Dennis Pagen	20
17.40	18	Class Definition WG (Draft 10) Dennis Pagen	20
18.00	13	Accuracy and Environment	20
19.00	**CIVL Reception**		
		Saturday	
09.00		Opening the session	
09.40	21	Championships awards votes	40
10.20	12	PG Subcommittee report and proposals Xavier Murillo (D 5)	40
10.50	15	Safety and Training sub committee report and proposals Klaus	30
11.15	14	Flight Verification Subcommittee Fred Escriba	25
11.35		**Break**	**20**
11.45	16	WPRS HG Working Group report Paula Bowyer	10
12.00	17	WPRS PG Working Group report Paula Bowyer	10
12.25	25	Treasurer report	25
		World Hang Gliding Series report	
12.30	19	Aerobatics Working Group Olivier Burghelle	5
13.00	23	Selection criteria for hosting of cat 1 events (Draft 14)	30
14.30		**Lunch**	**90**
15.30	20	Section 7 Sub committee	60
15.40	22	Waiver	10
15.55	9	Selection procedures to enter a cat 1 meet (Paula)	15
16.10	10	Necessary Glider documentation O. Burghelle	15
16.20		Future intentions to Bid 2005 and on	5
16.50	25	Budget Jim Bowyer	30
17.05	26	Medals and Diplomas Hungarian Proposal	15
17.10	27	THK Proposal	5
17.40	28	Election of the Officers	30
17.50	29	Date and venue of the next meeting	10
18.00	30	President closing remarks	10

Annex 1

President Report To CIVL Plenary Meeting

Lausanne February 2002

Bureau and officers activities.

In 2001 only one major event: the World Air Games The Juries Presidents will report latter on the sporting aspect and I will report as WAG LO on the WAG concept and future of the WAGs.
Several Bureau members have been participating to this event as Juries or Stewards and I personally have been spending 8 days in both sites and to the opening ceremony.
On my way going to Spain I had a stop in Portugal to help preparing the 2003 PG WC.
In addition to this major event the following test competitions have been run

- Test competition for the Euro HG in Slovenia attended by Dennis Pagen
- PWC event in Slovenia as a test competition for the Euro PG attended by myself
- Pre test competition for the PG WC in Portugal attended by Sarah Fenwick. In 2002 there is an open meet as test competition that will be attended by Sarah.
- There was no test competition for the Chelan World meet but since the organiser already run a World female Championship a couple of years ago he might be experienced enough to run such a meet.
- In August I had a stop during my travel to Slovenia to visit the Kitzbuhel Speed Run event in Austria and the Vertigo event in Villeneuve Switzerland. Both events were very successful as far as media coverage and public attendance are concerned.

During the season Dennis Pagen has been organising at each major HG event a discussion group to collect as much feed back as possible to try and find an acceptable compromise for the class definition. All over the season a lengthy discussion has been carried out through e. mail. A US proposal has been forwarded to the CIVL Bureau which accepted it with some amendments. This proposal has been circulated with the agenda for a new comment round and we hopefully finalise a decision during this plenary meeting.
As every year I have been attending the FAI General Conference in Montreux Switzerland. Riikka Vilkuna was present in the Finland delegation.
End of January I attended as CIVL President the first General Meeting of the new European Hangglíding and Paragliding Union. (EHPU) 7 countries have signed the statutes as founder members. Klaus will report later.
Recently we had a meeting in Lausanne between the WAG CC, the FAI Executive Board and the ASC Presidents to define the future of the WAG. I will report later.

Safety

There are several aspects in the competition safety but certainly the pilots' skill and competition experience is a major factor in the fatalities avoidance. Accident zero is impossible but fatality zero should be our target in FAI events.
The top 2/3 rule is the first step but as there are no minimum standards for a category 2 event to qualify, this rule is not efficient enough. It's difficult to set up minimum standards valid for Class 1, Class 3 and rigid wings. There is a possibility that perhaps consists of setting up 3 different standards. Anyway I wish the safety & training sub committee in co-operation with the HG and PG subcommittee to study an efficient system in terms of results and easiness of implementation.
Until such an easy selection system is in force I recommend to strictly apply the top 2/3 rule for Class 1 and rigid and for Class 3 the top 2/3 rule associated to the additional requirements set up for the Sierra Nevada event. This level of experience should be maintained for a pilot to participate to a cat one PG event. This was a big work that I could perform with Xavier's help and I am prepared to take over this work until we have a simpler system. The exact procedure will be announced via CIVL Info.

WAG

I will produce later a report on the WAG and the future concept.

Free movement of pilots

There is a document now available on the web site. Should any NAC wished to update the data, please feel free to contact Paula who will do it.
Recently Rosier Desirée a Dutch pilot initiated a questionnaire to the National Association concerning training schools and the validity of the qualification they are issuing. This is a work that could help the free movement of students and I recommend to pay attention to this questionnaire and answer it.

Aerobatics

I asked during the season a chairman for an aerobatics working group, I have not yet received any answer.
Indeed there is no progress report available.

Airspace

Some 12 years ago with the intention of European harmonisation within European Civil Aviation Conference (ECAC), an association of all the ECAC NACs has been created to deal with the regulatory matters on a European level: Europe Air Sports (EAS)
Up to now there was not much threat on our sport as the Joint Aviation Authorities (JAA) didn't intend to take care of our sport.
However a European Airspace control body EUROCONTROL has been created the aim of which is to create a harmonised environment for commercial aviation to improve safety, to reduce delays and to absorb the huge growth of air transport. This is the single sky project.
As air space users we of course are concerned about this development.
This is certainly one of the topics that the new European Hanggliding and Paragliding Union (EHPU) will have to deal with in the near future. Klaus Tänzler one of the EHPU members will report.
Recently EAS organised an Air Space workshop where countries and air sports were balanced. The aim was to investigate all the possible actions to counteract the strong lobby of commercial aviation represented by the operators associations , the pilots'union and the ATC' union. To summarise their policy: they would be happy if they could get rid of General Aviation and Air Sports.
Don't forget: we could cope with any regulation even if it's constraining, but without air space we cannot fly.
Those who are interested can consult the EAS web site that has a link with the FAI web site in the members list.
I will make later a short presentation on the Single Sky Project

This is end of my report. Thank you for your attention
Olivier Burghelle CIVL President

Annex 2

Paragliding Accuracy Landing

Report from 2001 to the CIVL Plenary meeting 2002

Accuracy landing competition rules and judging rules have been modified slightly to better reflect the change to a competition format where falling at landing is not permitted. Rules proposal is included in the CIVL Plenary 2002 agenda. Judging courses for accuracy landing have been organised in Slovenia and by active Slovenian paragliding accuracy pilots in neighbouring countries. Slovenian pilots have made great efforts to promote the sport in other countries and deserve to be congratulated for their work.

Under 2001 there have been accuracy competitions in several countries; Slovenia, Italy, Croatia, Austria, Yugoslavia etc., but still there is a need to promote this discipline through "fun games". An example of such a competition is Stubai Cup which attracted 300+ paragliding accuracy landing competitors.

In general the NACs should be encouraged to select a national team for the 2002 pre-competition of the World Championships and the World Championships 2003. The venue for the 2002 pre-competition is Lijak, an area on the east side of Nova Gorica, which is located on the border to Italy. Dates for the competition are 8th - 11th of August 2002. It is desirable that the NACs give support to those pilots who are interested in paragliding accuracy landing and give them a chance to participate in coming competitions. Maybe those pilots who attend will be the ones who can bring new ideas and motivation to the local paragliding scenes.

A proposal of accuracy competition has been drawn up also for the next World Air Games.

It is also good to point out that accuracy landing has a ranking system. At the moment the majority of pilots are maybe not aware of the fact that WPRS for accuracy is running.
For example Austrian Open Championship in Precision landing in 2002 is planned to be a FAI category 2 event. It will be held in Kössen, Austria, from 13th to 16th August 2002, right after the pre-event of WC.

February 16th 2002, Stockholm

Riikka Vilkuna
Delegate of Finland

Annex 3

World Paragliding Championships 2001 Report

This event was an element of the World Air Games, Andalucia, Spain. June 15 to 30.

I presume you all have read the President's Jury report from the web so I'll just point out the main facts of the championship.

1. Personnel Despite the fact that organisation comprised many competent people, they didn't work very well as a team.

Christian Quest did a great job with the GPS processing.

2. Local publicity Neither in Sierra Nevada, Granada, the event itself or World Air Games was there any advertising that everyone could expect for such events.

3. Pre-Championship arrangements The Jury had arrived in very good time for reviewing the arrangements and explanation of the systems and schedules but the communication with the organisation was difficult before and throughout the event.

4. The site This was a good site for experienced pilots. The launch site were of good size and suitable for competition entry of 150 pilots. The main criticism is the lack of good places for emergency landings.

5. Headquarters The headquarters were split in two offices which worked reasonably well but any time you wanted to meet a person this was inevitably in "the other office".

An annoying problem was changing too often the place for the Team Leader meeting.

6. Opening Ceremony The opening ceremony was not well co-ordinated, without the FAI flag and some national flags were paraded to the wrong anthems. Far from the standard expected at a World Championship.

7. Airspace The area of the championship is crossed diagonally by Airway B28, with the lower limit FL 90 (approx 2750 m amsl). During the practice period the area was affected by NATO military exercise.

The Paragliding Organiser had made contact with the ATC authorities at Granada and Jerez Airports sending them faxes as soon as the task has been set each day. Even so it was clear that the local controllers did not know what Flight Level we would be operating at.

It was difficult to obtain current aeronautical charts of the task area and the Jury was concerned because of task setting into controlled airspace.

8. Practice days More lessons could have been learned about timing of transport and establishing 'land-by' times during the practice period. Otherwise, OK.

9. Registration Because of injuries before and during practice, cancelled flights and other delays in travel it was difficult to finalise the entry list until the last minute. Also some countries sent smaller teams or didn't come at all.

Regarding the ballast limits, weighting procedures should be outlined in the Local Regulations and agreed at the first team Leader meeting.

10. Task days In the first task day at the Team Leader meeting they were concerned regarding the helicopter response time. Fortunately helicopter availability did not become a problem during the event.

The announcement that there would be no lunch packs provide (under different excuses) undermined the general morale even if the decision was reversed the next day.

There were problems with radio frequencies but radio usage improved gradually throughout the Championship.

11. Weather forecasting The Sierra Nevada mountains influence the local weather to the extent that the published forecast material is unreliable, specially in respect of wind direction. More direct reports from strategically placed observers would have been helpful, instead of "fine" observing from the motorcycle by Juan Morilas.

12. Accidents and incidents Bearing in mind the nature of the site and thermal activity, the size of some gaggles, we are fortunate that there were no serious cases of mid-air collision and the number of accidents was about what must be expected.

Ambulances with paramedics were available at launch each day and their response time, when needed, was short.

13. Scoring With the parameter chosen, the GAP system produced realistic values for task performance.

14. Transport Transport and recovery was provided by the Organisers with two large buses and a number of minibuses. There were delays in the morning, mostly because we had to wait for weather updates. Also some pilots were waiting a long time for retrieval.

15. Rest day Considering the circumstances, the announced rest day (June 23) was cancelled and the first Team Leader meeting decided to adopt the CIVL system of taking a rest day after six consecutive tasks.

16. The tasks All the tasks were race to goal, usually with air start. Task setting was difficult, especially bearing in mind the unpredictable winds.

Task 7 gave rise to the only protest of the Championship. Because of the dangerous conditions some pilots landed voluntarily and the task was stopped. The use of GPS allows scoring a stopped task – this is fully covered by the Section 7 (5.20.6). Next day the task was treat as cancelled so a protest was received from Austria and the Jury unanimously upheld the protest.

17. Closing ceremony and prize-giving Better than the opening ceremony, but still short on planning and preparation. The FAI flag was passed on to a representative from Portugal, hosts of the next Championship.

18. Bad behaviour There was more complaining and dissatisfaction than usual. Incidents involving violence of any type are inexcusable in our sport and both officials and competitors must show more understanding and restraint.

Conclusion

A huge amount of hard work went into this World Championship, but not enough effective management. This was surely not World Air Games as it was originally visualised.

Whether we should run Championship in conjunction with World Air Games is also open to question.

Leonard Grigorescu
Delegate of Romania

Annex 4

WAG LO Report to CIVL Plenary 10/02/02

WAG 2001 in Spain

Even if the sporting aspect of the WAG has been acceptable in spite of the compromises and the financial problems, the main goals of the WAG has not been achieved:

- The join venture in which CIVL has been investing 16 000 CHF has not produced any revenue and even if the accounts are not settled yet I have been assured that the final result will be negative.
- The revenues produced by the Join venture were supposed to be used to continue advertising on the WAG product, this aim failed as well.
- However, we cannot say that CIVL has wasted money, we got some profit out of this investment: the WAG CC has perfectly covered the World PG 1999 in Bramberg in co-operation with the organiser, the 1st World speed gliding in Greece and the test competition in Sierra Nevada in 2000 have been perfectly covered as well. All these events have been widely distributed by TWI.
- The TV coverage of the event itself has not been done by the WAG CC but by the ECO 2001 who only concentrated on the feed back to their sponsor. There has been no distribution by TWI.
- The opening ceremony due to various reasons has been poorly attended particularly none of the HG and PG pilots could attend neither any parachutist.
- On sites there was almost no public.
- One of the aims was to mix up of all the pilots, this failed as well due to the big distance between the various sites..

The future of the WAG

The WAG CC met together with the FAI Executive Board and the ASC Pds and decided the following fort the future WAGs

Aims of the WAG:

- Conduct a premier event for the WAG competitors
- Generate revenue for the FAI and the WAG organiser

Practical operation of the WAG:

- Funding the WAG, the recognised sources of funds
  - Institutional (Governments, NACs) consumption , investment
  - Participants (Aps) Entry fee Consumption
  - Commercial (Sponsors from outside the FAI) Investment funds

Result of the AS Commissions' survey

- Size: Reduce the size to about 500 Aps so that organising, conducting and funding is a manageable task
- Venue: Large central venue, with small number of satellites sites (near central venue)
- Formats: no more World or continental championships but formats designed specially to meet the WAG aims.
  - Events small, top Aps only, mediagenic and attractive to spectators
  - Static displays- Air Sport aircrafts, AP heroes, video, promotional material
  - Interactive activities Flight simulator, Passenger rides for public
- Ceremonies
  - Opening: Central venue with all WAG athletes attending and marching
  - Closing Possibly tie it in with air show on final day of WAG
  - Award: Olympic style. At end of the day following each completed event, at a public site
- Presentation of events: In an air show format within practical means
- Frequency of WAGs : Plan maximum 4 years cycle possibly less if organisers wish so

WAG Organisers / Bidders

- Who should be able to bid: Any entity with the agreement of the NAC that should not oppose unless reasonable reasons
- Relationship between Bidders – WAG CC – ASCs: a good co-operation since the bidding process.

Preparing the WAG bid package

- Composition of program must be determined (FAI to remain flexible)
- Writing text, list of responsibilities, parameters for conducting and presenting WAG product
- Artwork: Layout, design, printing, web publishing

Targeted Timeline for Development of WAG Product / Bid package

- 1 March Deadline for input on events from ASCs
- 15 March Deadline for input from WAG CC (re ASC input
- 1 April New WAG product defined by WAG CC
- 1 May WAG Bid Package prepared and ready for distribution and publishing on FAI web site
- 1 Sept Potential organisers to submit a formal expression of interest together with a 100 000 USD deposit

CIVL Possible Formats

- Speed Run : HG Individual down hill race between pylons and gates
- Match Race : HG one to one match race For these 2 formats only 20 pilots are planned.
- Aerobatics: HG & PG : all together max 40 pilots
- Accuracy would be part of these formats

Olivier Burghelle
CIVL WAG LO

Annex 5

HG Competition Sub committee:

Chair : Dennis Pagen
At 9.00 in Sidney room 21.02.02

18 participants:
Dennis Pagen (USA), Niels Jorgen Askirk (Denmark), Flip Koetsier (Netherlands), Brian Stuart Porter (USA), Craig Worth (Australia), Dawid Pretorius (South Africa), Dider Mathurin (France), Audur Stefansdottir, Agust Gudmundsson (Iceland), Heather Mull, Koos de Kéijzer (Netherlands), Zlato Vanic (Slovenia), John Aldridge (UK), Lillian LeBlanc (Greece), Klaus Tanzler (Germany), Jim Bowyer (UK), Riikka Vilkuna (Finland), Hansjörg Truttmann (Switzerland).

Draft 4 is the agenda of this working group

1. *Progress report:*
   - Euro HG Championship 2002 that includes rigid wings
     They are ready !
   - Progress report on the World HG Championship in 2003 Brazil
     No info (Brazilians not present)
   - Progress report on the Chelan World Championships
     Still working on the local regulations

2. Number of medals to be awarded when the team size in a championship is bigger than 6+2.
Cost of team medals paid by FAI is high if teams are big. Teams of 8 with team medals for 1,2,3 place gives 24 medals and if there is more than one class there might be 24 more medals for each class.
The matter was discussed.
Result: If in a bid for a competition the team size is included then the entry fee should take medal cost into account. It is of a general interest to keep team size small considering smaller nations and medal costs.
The cost of medals should be in the guidelines for competitions so the organizer/bidder can take it into account when bidding.

3. Pilots selection criteria for cat 1 meets
- *For world and continental Championships*
  - *Class 1*
  - *Rigid*

Note: As of now a paraglider pilot can qualify for a cat 1 competition and then do the competition on a Swift !
Discussed. HG vs PG classes, liability issues, too many rules.
Heather(NL) moves “A pilot has to qualify for cat 1 competition in the class he will compete in” , Riikka(FI) seconded.
Voting: 4 for, 5 against
Action: Craig and Dennis work on wording for HG/PG.

4. Exemption for women: Bureau Recommendation
Women’s World Championship must have
- Safe Pro 5 or equivalent
- Must have competed in at least 1 National Championship or 2x Cat 2 events
- Have gaggle flying experience
- Flown 40 ks
- Answer the questionnaire below:

This exemption will be removed Jan 1st 2003
Voted on the exemption, all voted in favor with possible revision of the questionnaire.
Action item: Heather and Paula will work on the final version questionnaire.
Discussions on flex wing pilots with a lot of experience but not cat 1 qualification and want to compete now on a rigid wing.
Section 7 paragraph 5.12 allows for an exceptions in special cases and should be sufficient.

5. Split into 3 groups:

- Section 7 draft review

Reviewed, number of wording changes but safety issue (1.11) was taken out of the subgroup.

- Approving of local regulations for Chelan World Championships

Many changes in the regulations.

- Approving of local regulations for European HG 2002 Slovenia

Reviewed and accepted unchanged.

World HG Championship in 2003 Brazil (not present)

Safety rules change in section 7 paragraph 1.11

Discussed, stewards, technical delegate, cost involved, killing smaller cat 2 competitions, different size cat 2 (14-150 pilots).

This committee recommends to the plenary that it puts an action item on the agenda to appoint a person/group to write competition guidelines for cat 2 events.

For cat2 sanctioned event the local regulation / guidelines must comply with that guidelines.

Annex 6

Glider class definition sub-committee report

Present: Dennis Pagen - Chair, Brian Porter, Hans-Peter Fallesen, Riikka Vilkuna, Dawid Pretorius, Didier Mathurin, Agust Gudmundsson, John Aldridge, Lillian LeBlanc, Klaus Tanzler, Hansjorg Truttmann, Craig Worth

Point 1 Motion by John Aldridge: "To revert to the old definition of Class 2, excepting point 20.7 regarding fairings."
Seconded by: David Pretorius

5 for, 1 against, 3 abstentions.

Point 2 Motion by Hansjorg Truttmann: "To create a new Class 5 for control bar rigid wing gliders."

Seconded by Brian Porter.

4 for, 1 against.

Recommendations for inclusion in Section 7:
Section 7 para. 1.4.1 Definitions of hang gliders, as per General section.
A glider capable of being carried, foot launched and landed solely by the use of the pilot's legs.

Class 1:
Hang gliders having a rigid primary structure with pilot weight-shift as the sole method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they operate symmetrically. Note: Minimum Hang Gliding Safety Standards are outlined in Section 7 chapter 22.

Class 2:
Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.
(Note: Section 7 chapter 20, Guidelines for Class 2 Determination are to be amended to apply to class 5 gliders.)

Class 3:
Hang gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Note chapter 17, Paraglider Line Strength Requirements.

Class 4:
Hang gliders that are unable to demonstrate consistent ability to safely take-off and/or land in nil-wind conditions, but otherwise are capable of being launched and landed by the use of the pilots legs.

Class 5:
Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the sole method of control in the role axis and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.
Note: Pilot fairings are defined in 20.7.

Section 20.7 to be amended to read:
A pilot fairing is a streamlined structure rigidly attached to the glider frame, partially or fully enclosing that pilot and as much as practical the surrounding structures. The shape of the fairing is designed to minimise the contribution to the total parasitic drag of the glider, the pilot and the pilot surrounding structures. Windscreens fairing the pilot's head that are not directly attached to a helmet are not allowed.

Dennis Pagen

CIVL Subcommittee Safety and Training
Chairman Klaus Tänzler report to CIVL General Conference 2002

May I start with a remark made by Mark Presson from Sweden we can read in Draft 7 of the Agenda: "The Long-term Plan states *"Provide a forum for the exchange of information and discussion of safety and training matters in HG and PG"*. We feel that this is not happening. The issue of general safety has been somewhat lost among all discussions about competition related subjects."

Well, I would not say, it is not happening, but the question is indeed: Is it happening enough? What can CIVL improve? First let us see what CIVL is doing already:

National Safety managers

The Canadian safety manager Fred Wilson is trying to get a worldwide list of safety managers updated. You can find it there: www.hpac.ca/trends/contacts.html.
This is a first step to get our safety managers worldwide in contact.

Safety page

There is a CIVL safety page on the FAI website www.fai.org. It is a powerful tool because there are links where you find all relevant safety notifications. For some examples of DHV safety notifications please see the annexes of this report concerning paraglider carabiners.

IPPI Card

Also on the CIVL safety page you can find all information about the IPPI card, where it is recognised and you will find information about which insurance cover you need in different countries.

Advice

For upcoming countries who wish to get advice how to organise the sport there is a paper from Olivier Burghelle available. It is a good start and we should provide more information in the future.

EHPU

Within Europe 7 national hang gliding an paragliding associations have founded the European Hang Gliding and Paragliding Union (EHPU) in order to take on safety and training issues as well regulatory matters. The first general conference has been held 14 days ago in Germany. For more information see Annex EHPU.
Meeting of safety managers
The European safety managers have met two times during the last two years. They have developed a common form for accidents and incidents reports in order to get valid accident statistics. For further information concerning the report form and a special soft ware for accident statistics please contact DHV safety manager Karl Slezak (karl@dhv.de) The safety managers also identified some differences between national collision avoidance rules. For more information please contact John Lovell (john_lovell@lineone.net). He is the new chairman of EHPU safety working group which will collect and analyse the accident data of the EHPU members.

Paraglider test norms

Another European working group is working for years now in order to create CEN test norms for paragliders. This work is not finished. And a big problem is not solved: how can EHPU make sure that all test organisations, which will claim to test according to the CEN norm, will do that properly?

Hang Glider test norms

There is no EHPU working group for CEN norms for Hang Gliders at present. But within DHV a new working group has started to review the DHV-test criteria for FAI Class 2 Hang Gliders (e.g. Atos) and the training program for pilots. Some spinning accidents and tuck accidents have occurred. Experts of other test houses for hang gliders are invited to get in touch with Hannes Weininger (hannes@dhv.de).

Airspace

EHPU seeks to function as a working party for Europe Airsports (umbrella organisation for European Aero Clubs) in order to bring forward the interests of Hang Gliding and Paragliding to the European governing bodies. At present the European government is not going to regulate our sport. This is still the responsibility of national governments. But Eurocontrol is going to restructure the Airspace above Europe. There is a big danger that the

airspace available for our cross country flights will be reduced dramatically. All European national hang gliding and paragliding associations are invited to join EHPU in order to fight for our rights.

International contacts

Last year a group of experts from the Japanese Hang Gliding and Paragliding Federation did visit the DHV for one week in order to study the DHV training system especially the performance training. I took the opportunity for a fruitful exchange of information about all safety and regulatory matters.

Report from the Safety and Training subcommittee meeting 2002-02-21

Present: Craig Worth (Australia), Niels Askirk, Scott Torkelsen (Denmark), Riikka Vilkuna (Finland), Lillian Leblanc (Greece), Agust Gudmundsson (Iceland), Chris Borra (Netherlands) Hans-Peter Fallesen, Mark Presson (Sweden) and Klaus Tänzler (Chairman).

1. Stage 5 of Safe pro and Para Pro requires 5 XC flights. The bureau proposal to set a minimum distance of 40 kms has been rejected. This requirement would not be suitable in all countries. Pilot qualification criteria for entering FAI competition should be made without referring to Safe Pro and Para Pro which is created as a training system.
2. It has been agreed to avoid unnecessary differences between Safe Pro and Para Pro Stage 5 experience requirements. Therefore "A total of 50 flying hours" should be the new requirement for Safe Pro (at present 40 h) and Para Pro (at present 100 h).
3. It has been agreed that the CIVL safety and training subcommittee should be working continuously during the year by e-mail.
4. Safety and training should be a permanent item on the agenda of CIVL bureau meetings.
5. CIVL should invite appropriate representatives on safety, training and regulatory matters to join the CIVL subcommittee which should be scheduled during each CIVL general conference.
6. Information or links to information already gathered by EHPU or other organisations on matters like safety, training, insurance policies, authority etc. should be presented on the CIVL web site.
7. CIVL should spend money for an expert study in order to get an answer to the question: how could it be checked during FAI competitions that serial class paragliders are indeed serial class types?

Annex 8

Feb 21 2002

CIVL Paragliding subcommittee meeting, Lausanne

Xavier Murillo	(Chairman)
Mark Presson	Sweden
Hans Peter Fallesen	Sweden
Bojan Marcic	Slovenia
Adrian Thomas	Great Britain
Sooyeol Lee	Korea
Tahaka Miyuki	Japan
Orhan Özgulisae	Turkey
Unay Kutlay	Turkey
Atilla Kvcuker	Turkey
Chris Borra	Netherlands
Amestis Paliatsos	Greece
Leonard Grigorescu	Romania
Valentine Popa	Romania
Stefan Mast	Germany
Fred Escriba	France
Urs Dubach	Switzerland
George Olliveda	Portugal
Scott Torkelsson	Denmark
Gin Seok Song	Korea

Mark Presson opened the meeting and asked for all to introduce themselves and to name any new business.

European Championship 2002 in Tolmin, Slovenia

Olivier gave a report on the pre European from Tolmin and read in length from his report on the same subject. A few key subjects came up namely the advantages of having video at the finish and the advantages of MLR gps units and software.

Bojan presented a report on the European PG Championship for 2002 in Tolmin. It was a well-done report and all questions we satisfactorily answered. Three suggestions were given.

1. That rest day would be included in the event of 6 good days of completed tasks.
2. The local rules will specifically inform on stopped and or cancelled tasks.
3. Key turn-point adjustments should be made to remove close location of turn points.

Xavier asked Bojan about the procedure to allocate the free places to non-Europeans pilots. Japan, South Africa and some individuals already asked to enter the Europeans.
Bojan estimates a number of 15 free places. He is proposing to use the WPRS to select these pilots.
The proposal is unanimously accepted with a maximum of 5 pilots per country.

It is noted that Rule 5.2 in Section 7 about spare places available in continental championships was decided last year for hangliding only, not for paragliding, at the moment this is ambiguous, it must be made clear that this rule does not apply to paragliders.

Ballast

The section 7 rule 23.3 was discussed and a vote was formed to recommended changing the section 7 rule from "..not exceed 30 kg" to 33 kg. The voting was as followed.

a. Keep rule same 30 kg 1 vote
b. Raise to 33 kg 8 votes
c. Raise to 35 kg 3 votes

Serial Class Resurrection?

Mark Presson presented a proposal from the Nordic countries to resurrect the serial class (DHV2-3 or Afnor performance) to be run in the Cat 1 competitions splitting the competition into serial and open classes. The proposal required that 50% of the members of each national team to fly serial class gliders in Cat. 1 events.
The representative of the DHV, Stefan Mast, pointed out that it had proved impossible, in practice, to police serial class. At the World Cup and elsewhere where attempts were made to check gliders it was found that even with detailed measurements (which take several hours per glider) it was impossible to verify that a given glider was not modified from its original design.
The DHV representative also was concerned that designers would be forced to produce wings that were absolutely the highest performance that could only just pass the required certification level.

Gin said that he (and the other manufacturers) would indeed design gliders to push the limits to whatever is the maximum possible irrespective of the class involved (e.g. 1-2 even). Gin felt that the introduction of serial class had destroyed the market in DHV 2-3 gliders which had gone from about 30% of all glider sales when serial class was first invented to less than 10% of sales in 2001.

The British representative reported that in the British Championships which were entirely serial class there was no major improvement in safety (indeed the number of reserve deployments actually went up). The same experience was also reported by other countries and by the World Cup representatives. The British representative pointed out that they had observed one advantage of serial class – that the ability of pilots to go out and buy a competitive wing levelled the playing field allowing pilots to rapidly come to the top of competitive paragliding in the UK. However at the same time the UK lost its ability to compete at international level. The British experience suggested that dividing the competition into two separate classes was a complete disaster because serial class competitors were forced to push themselves to a dangerous degree in order to compete with the open class wings. The UK has abandoned serial class in its competitions. The British competitions panel has decided to fall in line with whatever CIVL decides, but would very strongly prefer that the competitions remain a single class whether certified or open.

The world cup representative noted that accidents in recent competitions were evenly spread between the different classes of wings with no evidence at all that the competition or prototype wings were more dangerous. If anything there were actually more accidents in the serial class in the world cup than in the other classes. To a large part this was because the serial class competitors were forced to push the limits of safety harder in order to compete with the open class wings. Serial class gliders are not designed to be flown all the time at the limit like open class gliders.

The DHV representative Gin, and other working group members were adamant that safety certification should not be used as the basis for class definitions in competitions because this will result in the degradation of the safety certification.

Key points raised by the Nordic representative were:
Serial class can produce safer competitions
Serial class will create a level playing field
Serial class can be enforced without a large added expense.
Standards type DHV & ANFOR, already control serial class

However the working group suggested that:
Serial class will lessen safety by making pilots fly serial class gliders harder.
Serial class glides will make manufactures produce more advanced and less safe gliders.
Serial class may harm some countries ability to compete internationally is they fly only serial class.
Serial class will be impossible to enforce.
Serial classes defined by safety standards will damage the safety standards.
Serial class splits the competition reducing the overall standard of competitions.
Serial class encourages cheating which is impossible to control and cannot occur with open class.

A vote was held to see if the PG subcommittee was favourable to the serial proposal.

a. for 1
b. against 10

Mark Presson reminded the subcommittee to take the proposal to the floor of the plenary.

Minimum Criteria in Category 1 event

At the moment, the requirements to take part to a PG category 1 event are :

2/3 of any category 2 event
and
2/3 of a World Cup event
or
100 km flight
or
Experience in competition and cross country flying (questionnaire)

The subject and proposal concerning the minimum criteria to compete in a category 1 event was discussed. A large amount of time and energy was spent on this point.
Some key discussion points were:
*Removal of the 2/3 category 2 statement.
This rule is absolutely not sufficient to guarantee a minimum level . In some cases it even prevents accepting pilots with very good experience.
*Addition of 1 category 2 event, so 2 category 2 events experience plus the other requirements.
Having done the requirements control of the last World Championship with Olivier Burghelle, Xavier pointed out that a lot of pilots from "little" countries (eg : Indonesia, South America, Eastern Europe countries, ...) already have problems to take part in a single category one event.
*Change of 100 km rule to pilot has flown 70% of national distance record.
This solution has been considered already. It is too complicated and depends too much on the level of the national record which may not even have been sanctioned in some countries.
*Addition of a certain WPRS results : e.g. a certain amount of points realized in one single cat.2 event.

In the end of the discussion all the points were to be agreed and then while formulating a vote it was realized that nothing needs to be changed at the moment, waiting for the WPRS to be effective. The WPRS will allow to classify different category 2 events. It will be possible to compare individual results in different category 2 events.

The Swedish proposal was then read and not acted upon due to the previous discussion.

As "big" countries have more and more competing pilots and also needs to limit the number of pilots in a competition for safety reasons, their National Championships cannot be "Open" anymore. To keep these important championships as category 2 events and to avoid pushing these countries to organize fake Opens , Xavier is asking if the "Open" criteria is mandatory for category 2 events.

Stopped or cancelled task (S7 5.20.6)

The subject of a stopped or cancelled task was discussed. The members were reminded that a stopped task is scored while a cancelled task is not. This possibility can encourage pilots to keep flying in dangerous conditions. It happened last year in Granada, in Germany and England. A vote was placed on the proposal of a stopped task. The following two proposals were presented:

Proposal 1 (Civl´s Bureau Proposal)
When a task is stopped, if 50 % of the pilots have not completed 50% of the task, the task will be cancelled.

Proposal 2 (World Cup Rule 2002)
If at least one pilot has reached goal at the time of stopping, the task is stopped and scored.

Voting on points during stopped tasks produced the following results:
Proposal 1 0
Proposal 2 10

Miscellaneous

-In the Section 7 draft proposal it is proposed to introduce a steward or technical delegate in category 2 events . Xavier raised problems with the use of terms like steward and technical delegate which are different things.
A recommendation of the term Technical Advisor is made.
A proposal from the Swiss delegate is made to change the status of the steward in category 1 event. Stewards to be renamed technical delegates and to be given more power to influence the organisation of the event including being members of the international jury.

-It is suggested in Section 7 to clarify the use of "archaic" English terms such as should, shall, may, etc ... and also to clarify rules with contradictory wordings.

Urs Dubach urged the CIVL to make all "pre" events World Cup events.
Xavier answers it has been done every time it was possible, e.g. : the Europeans 2002 in Slovenia and the Worlds 2001 in Granada organised a World Cup the previous year. For some reasons, it was not the choice of the next Worlds organizers in Portugal.

Xavier suggest the WPRS committee to find another name for WPRS. It is probably easy to pronounce for Welsh, Outback Australians or Polish pilots but difficult for others.
Suggestions are : WAR (World Aerial Ranking), WHAT (World Hanggliding Achievement Table),WORST (World Official Ranking for Soaring and Thermalling)), WET (World Evaluation Table), PET (Paragliding Experimental Table), GORE (Great Official Ranking Easy to understand), or simply GORWHAPAOFDIRS (World Hangliding Paragliding And Other Flying Devices International Ranking Scheme) ☺.

Race program and GPS checking

Stefan Mast informed the committee that no one is heading up the drift and development of the Race scoring system.
2 proposals were mentioned:

Race should be developed into the universal scoring system and to upgrade race to implement all current commonly used math formulas and to allow input from all commonly used GPS scoring software programs. This includes check in as well as other GPS scoring software. Race should also provide output directly to the World Ranking and produce common electronic formats as well as print formats.

Check-in should be pushed and backed by CIVL as the standard in competitions as Check-in is currently updated and tested and most importantly used.

Meeting ended.

Annex 9

World Pilot Ranking System Working Group

Note: In red the comments received from M. Zupanc after the meeting that unfortunately he couldn't attend.

Present:

Paula Bowyer (Chair) Agust Gudmundsson (ISL); Adrian Thomas (GBR); Fred Escriba (FRA); John Aldridge (GBR); Craig Worth (AUS); Xavier Murillo (FRA); David Praetorius (RSA); Stefan Mast (GER).

At last years' Plenary an alternative ranking system was proposed. The Plenary agreed to evaluate it for a year but by the Bureau meeting in November it was apparent little progress had been made. Michael Zupanc was tasked to produce an alternative and to have a ranking available for discussion at this Plenary meeting. At the end of January the last 18 months of all major Hang Gliding competitions were entered into the database and details were published on the Internet.

http://members.ozemail.com.au/~zupy/wpr/wpr.htm

M Zupanc and T Cummings were congratulated on their work so far.

At the working group Craig Worth reported on M Zupanc's / T Cummings behalf. The database is 95% finished. *But there is considerable "other work" to be done.*

1. It was agreed to release funds to complete the project.
2. 18 months of Paragliding competitions will be added to the database. *(By Paula?)*
3. The system will be made available on the Internet so interested individuals can adjust the parameters to assess "what if" scenarios. *(There are some issues with this, see notes below)*

The parameters were discussed and all were agreed except the following;

1. There should be a minimum value (greater than 0) for the Pilot Quality factor to ensure pilots in countries with no currently ranked pilots could make a start in the system. *There are currently no "zero factors"*
   I suspect the group may have been looking at the "sum of pilot weightings". The minimum Pilot Quality factor is 0.2.
2. No parameters should produce zero results. *The only way that a zero result can be obtained is if either, no pilots enter, or no tasks are flown.*
3. Competitions should not be devalued if the GAP scoring system is not used.

It is also recommended that;

- The proposed guidelines for Competition Organisers should include how competitions qualify as being "Open".

- Updates to the current ranking system should take place on a pre-determined schedule where possible, for example at the end of every month or every 6 weeks. A costing will be submitted to the Bureau for approval.

A note concerning a comment in Draft 7.
RACE is already compatible with the WPR system. The problem is that many comp organisers do not use RACE to produce the results that are used for the WPR system !!

"Other work" for the WPR.

- *Produce a separate list (alphabetical) that lists all the pilots that have finished in the top 2/3rds of a Cat 2 comp in the previous 3 years and all the pilots that have competed in a Cat 1 comp in the previous 3 years. This list needs to be able to look into the future. I.e*

put a date into a field, (this date will represent the start of a Cat 1 comp) and the database will give a list of pilots that are eligible for entry into this Cat 1 event.

- *Produce a women's ranking*
- *Iron out some bugs and tune the system a bit (some changes to the time devaluation are probably in order)*
- *Setting up completely different Pilot Quality criteria for the speed gliding ranking. If the HG figures are used, it will be a flop.*
- *Investigating appropriate Pilot Quality criteria for the PG ranking. (I have not looked at this yet, the HG figures may be appropriate)*
- *Setting up an acceptable web presence. This is the main part of the work, as currently there is no provision for web display. What you have been looking at with the prototype ranking is just some flat pages generated from reports. The type of web presentation used will depend on what server software the FAI uses.*

Experimental WPR issues.
It is not so easy to set up the database so that people can run "what if" scenarios
.
The database for this use will need to be blank as changing a formula will change placing's, which will change Pilot Quality, which will change placing's.

It's a Catch 22

A "Starting Point" must be established, then early data entered and rankings calculated, then more data and another ranking, etc etc.

You cannot change formulas "mid stride" as this will produce corrupted results. These errors will sort themselves out with time (needs to run for a couple of years, or needs a couple of years worth of competitions entered, using the system mentioned in the paragraph above.)

Now if you make changes that only affect lower scoring results, then you can get away with mid stride changes. The important thing to consider, is how pilots move within the Pilot Quality "steps".

This is a very important issue and it caused lots of head scratching to get it to work!

Paula Bowyer – 22nd February 2002

Annex 10

CIVL ACCOUNTS AND BUDGET 2001

Revised Budget for 2002 and proposed budget for 2003
All figures are in Swiss Francs

	RESULT 1999	RESULT 2000	BUDGET 2001	RESULT 2001	BUDGET 2002	BUDGET 2003
INCOME						
Sale of IPPI Card	0	25,226	5,000	16,453	5,000	5,000
Sanction Fees (Category 1 events)	20,000	12,283	20,000	0	30,000	24,000
Sanction Fees (Category 2 events)	10,217	15,217	9,000	15,188	14,000	14,000
Sanction Fees Deposits	1,000	1,016	1,500	4,027	2,000	1,500
Fees for Failed Protests	80	208	0	104	0	0
Approval of Electronic Barographs	493	412	500	0	500	500
Sundries	0	0	0	0	0	0
TOTAL	**31,790**	**54,362**	**36,000**	**35,772**	**35,500**	**45,000**
EXPENDITURE						
Printing costs/CIVL-info etc.	4,018	30	4,000	0	1,000	1,000
Medals & Diplomas	3,520	9,193	8,250	1,395	0	0
ADM & PR	14,484	18,636	12,000	6,973	20,000	20,000
ADM Travel	6,577	3,352	7,000	1,663	8,000	8,000
ADM FAI Ranking System	500	1,341	2,000	8,837	6,000	6,000
ADM FAI Scoring Program	2,000	0	2,000	0	10,000	4,000
ADM Flight Verification Sub Comm.	0	0	500	0	2,000	2,000
ADM Sundries	889	1,727	1,000	4,068	1,000	1,000
Sundry Equipment Purchases	2,196	0	1,000	28	5,000	5,000
ADM Bureau travel	4,224	4,474	6,000	3,201	10,000	10,000
TOTAL	**38,408**	**38,753**	**43,750**	**26,166**	**63,000**	**57,000**
FINANCIAL RESULT	**-6,618**	**15,609**	**-7,750**	**9,606**	**-27,500**	**-12,000**
Estimated Accumulated Balance		115,653	107,903	125,258	97,758	85,758

BALANCES - CIVL 2001

	31/12/99	31/12/00	31/12/01
CIVL's FAI Account	91,727	103,336	112,942
Investments	12,317	12,317	12,317
Creditors	-4,000		
TOTAL	100,044	115,653	125,259
Accumulated Surplus	111,355	100,045	115,653
Annual Result	-6,618	15,609	9,606
Gain/Loss on exchange rate	-4,692	-1	1
TOTAL	100,045	115,653	125,259

Annex 11

FAI CIVL
NOMINATION FOR HANG GLIDING DIPLOMA

The Hungarian Aeronautical Association nominate

Mr. Peter „Pamir" HALMOS

for the Hang Gliding Diploma. Mr. Halmos owns the Association's No. 0005 member card being involved in airsports since the beginnings. As a still active hang glider pilot, he made great efforts in developing hang gliding sport in Hungary, as well as in founding advantageous communication with other countries, especially with Slovakia. He organised several National Championships. 1997 he was a steward in the Pre-European, and 1998 organizer of the European Championships. By his nickname Pamir he is well-known in our whole country as well as in Slovakia.

Annex 12

Draft 1.5 23-2-2002

Amendments to Section 7

As approved by the CIVL Plenary Meeting 2002

INTRODUCTION

Description

Section 7 of the Sporting Code deals with records, proficiency badges and world and continental championships for hang gliders in all classes.

All sanctioned competitions will strictly follow the class definitions and safety standards contained within Section 7.

Conjunction
General Section
General requirements for hang gliders

Definitions of hang gliders, as per General section.

A glider capable of being carried, foot launched and landed solely by the use of the pilot's legs.

1.4.1.1

Class 1:

Hang gliders having a rigid primary structure with pilot weight-shift as the sole method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they operate symmetrically.
Note: Minimum Hang Gliding Safety Standards are outlined in chapter 22.

Class 2:

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

Class 3:

Hang gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.
Note: Paraglider Line Strength Requirements are set out in chapter 17.

Class 4:

Hang gliders that are unable to demonstrate consistent ability to safely take-off and/or land in nil-wind conditions, but otherwise are capable of being launched and landed by the use of the pilots legs.

Class 5:

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the sole method of control in the role axis and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

Note: Pilot fairings are defined in chapter 20.7.

1.4.1.2 In Category 1 events, a national team must fill up to full team quota in Class 5 before it can enter a Class 5 design glider in Class 2.

1.4.1.3 For record purposes there are four classes: 1,2,3 and 4. Class 5 records fall into Class 2. Class 5 gliders are eligible to set records in Class 2

FAI PROFICIENCY BADGES

WORLD AND NATIONAL RECORDS

3.5.6.2 Speed and Distance

Speed and distance flights exceeding 100km: no time or distance penalty is applied for height differential. Where tow-launch or powered launch of any type is used, start height must not exceed 1,000m above the ground level of the place of launch.

TABLE OF CERTIFICATES AND PROOFS

THE FOLLOWING CERTIFICATES, PROOFS AND INFORMATION ARE REQUIRED FOR RECORDS AND FAI SILVER AND GOLD BADGES AND DIAMONDS

Information required	Claim Statement	Evidence of take-off and start	Declaration of goal and turn points	Evidence of reaching each turn point	Evidence of landing or arrival at goal	Barogram or printout	Barogram Calibration
Date of flight	X	X	X	X	X	X	
Name of pilot and address	X	X	X	X	X	X	
Nationality	X						
Type, category and class of record or badge	X	X	X	X	X		
Performance claimed	X						
No. & expiry of FAI licence	X						
Type & Number of glider	X	X	X	X	X	X	
Type & Number of barograph						X	X
Calibration certificate							X
No intermediate landing						X	X
Take-off place	X	X					
Pressure at Ground level at take-off (1)						X	
Departure point	X	X	X				
Start altitude		X					
Start time	X	X					
Type of launch or tow	X	X					
Certificate of aero tow release	X						
Goal and turn points	X		X	X	X		
Time of declaration of above			X				
Time at turn points (2)				X			
Estimated height at T.P. (2)				X			
Uncut film of photo evidence, signed off by .Observer X	X	X	X				
Time of landing at goal,	X						
or finish time	X				X		
Landing place, if not a goal	X				X		
Altitude at finish point	X				X		
Distance	X						
Distance penalty (if any)	X						
Date & signature of pilot	X		X				
Date & signature of calibration laboratory official							X
Date & signature of official Observer	X	X	X	X	X	X	
Name & sex of passenger(s)	X	X					
Age declaration signed by passenger(s)	X						

(1) Altitude (record claims only)
(2) Ground observation only

Signature of Official Observer with declaration of freedom of interest in the claim.

CIVL RECOGNISED 1st CATEGORY EVENTS

General rules

World and Continental championships

Authority and bids

A preliminary bid must be received by CIVL three years before the proposed event. The detailed bid is then presented to CIVL two years before it. Even in the case of previously 'un-awarded' championships, there must be at least a year between the bid and the event.

General organisation

Local regulations

5.5.1

And the proposed entry fee stating what is included in the fee shall be sent to CIVL at the same time. As a minimum the following must be included in the fee:

- Transport of gliders and pilots to and from the take-off site
- Retrieval from out landings along stated routes
- One aeronautical chart of an adequate scale which must clearly indicate ALL take offs, landing fields, necessary turn points, restricted airspace and restricted areas. The chart must have a clearly visible grid that matches the GPS co-ordinates used for the competition
- When photographic evidence is required, one film for each pilot on each flying day
- Contest numbers, identity badges and all competition papers

(Optionally) packed lunches or restaurant coupons on each flying day.

Responsibilities of the organiser and the director

The NAC

The Competition organiser

After the pre-competition the organisers must institute the changes requested by the steward unless the organisers present a written document explaining why these changes are undesirable. The final agreement between the organiser and the CIVL should include a requirement for a certain minimum number of competition staff personnel.

The organisers must implement any safety recommendations of the CIVL experts.

At the Plenary prior to the competition, the Bureau will discuss the requirements with the competition organiser. If the competition organiser does not implement the requirements, the Jury President may suspend the competition until such a time that the requirements are satisfied.

The Competition Organiser must follow 5.11.1.2 "Competition Organisers Responsibilities" with regard to pilot entry criteria.

The Competition Organiser is responsible for travel, accommodation, meals and refreshments for the international jury and steward(s)

The minimum standards are:

- An individual room in the equivalent of 2 star hotel, with, when available, air conditioning should the temperatures be above 30 ^{o}
- Suitable dedicated transport for the Jury and Steward(s) must be provided. This transportation will consist of two vehicles in proper working order unless the Steward of the Pre-competition deems otherwise.
- A suitable sum for out-of-pocket expenses must be allocated. The amount, which would be reasonable, will be agreed between the Steward of the Pre-competition and the Competition Organiser.

5.6.6

A helicopter with rescue equipment must be available.

5.6.7

However, if the classes fly from separate sites, each site must have its own Director or Deputy Director

Programme and facilities
Stewards and Jury
National entry

Insert at 5.9.2 Where there is no separate championship for women, the team size is X + 2 except for class 3 World Championships where the team size should be 2 + 1.

Team leader responsibilities

5.10.2 The team leader has the authority to remove any member of his team from an event.

Pilot qualifications

Qualification criteria for pilots wishing to compete in a Category 1 competition are:

- If the competitor's country issues pilot licences for hang gliding or paragliding, the pilot must hold a valid licence.

Each competitor shall hold a valid FAI sporting licence issued by his own NAC. Competitors from prospective FAI member-countries may use a licence issued by the FAI-Secretary General.

From 1-1-2001, the requirements will be that a pilot has either:

- Competed in a Category 1 event after 1st January 2000, or
- Placed in the top 2/3 of pilots in a Category 2 event during the 3 years prior to the Category 1 Championships.

From 1-1-2003, the requirement will be that during the 3 years prior to the Category 1 Championships, a pilot has either:

- Competed in a Category 1 event, or
- Placed in the top 2/3 of pilots in a Category 2 event.

Where a pilot seeks qualification in a hang gliding event of any class, these qualification criteria must have been fulfilled in a hang glider. Similarly, where qualification is sought for a paragliding event, these qualification criteria must have been met in a paraglider.

Other qualifying criteria may be specified by CIVL and included in the approved local rules.

To avoid pilots travelling to Championships which may have their validity refused because of lack of preparation of the competition facilities, the CIVL will publish details regarding the competition preparations on the CIVL web site.

IT is the pilot's responsibility to make sure he has qualified

Procedure for checking

Qualification will be checked by three parties to avoid unnecessary travel, expenses and disappointment in the event that his/her entry is rejected due to not meeting the qualification criteria

- The NAC or National Association/Federation before selecting their team .
- The competition organiser.
- The pilot.

From 1 September 2002 Pilot qualifications for hang gliding events will be finalised no later than 60 days prior to the start of the competition.

From 1 May 2002 Pilot qualifications for paragliding events will be finalised no later than 60 days prior to the start of the competition.

Check the current WPRS available on the CIVL website

All pilots who appear on this will have competed in a Category 1 event, or finished in the top 2/3rds of a category 2 event in the previous 3 years.

5.11.1.2 Competition organisers responsibilities

Competition organisers must have a signed declaration on the entry form that each pilot meets the qualification criteria of finishing in the top 2/3rd of a (any) category 2 event in the previous 3 years. Competition organisers must have available at registration the current list of qualified pilots downloaded from the CIVL website.

If a pilot does not meet the qualification criteria then, his/her entry cannot be accepted.

Exceptions

For any exceptions, applications must be made by the pilot's NAC, with supporting evidence of the pilot's international competition history.

From 1 September 2002 applications for exceptions for entry into hang gliding events must be received by the CIVL public relations coordinator 10 days prior to the 60 day deadline for finalisation of pilot entry.

From 1 May 2002 applications for exceptions for entry into paragliding must be received by the CIVL public relations coordinator 10 days prior to the 60 day deadline for finalisation of pilot entry.

Exceptions for entry into women's hang gliding events requiring previous cross-country experience will continue to be accepted.

Hang gliders and associated equipment

Hang gliders and other equipment

All aircraft and ancillary equipment which is provided by the competitors, must be of a performance and standard suitable for the event.

Refer section 22 Hang Glider Safety Standards

Insurance

Contest numbers

Registration and scrutineering

Briefing

Team leaders' meetings

Operational regulations

1.1.4 Damage to a competing glider

Any major damage shall be reported to the organisers without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical make and model, or one of similar or lower performance and eligible to fly in the same class.

Flight safety

Dangerous flying conduct

It is the responsibility of every pilot to fly in such a way that personal safety and the safety of others is maintained at all times. Directors may penalise competitors who fail to observe this rule, or exclude them from the results.

Helmet and parachute

A helmet is not compulsory in hang gliders with enclosed cockpits if it will restrict pilot vision.
With the exception of Short Course Speed events, pilots must carry a serviceable rescue parachute.
Further safety requirements may be detailed in the local regulations.

Fitness

A pilot may not fly unless he is fit. Any injury, drugs or medication that might affect the pilot's performance in the air must be reported to the Director before flying. Performance enhancing drugs are prohibited. "Refer to General Section 3.11.2"

Collision avoidance

Competitors shall at all times adhere to the international rules of the air. Ridge soaring , turning and landing patterns shall be complied with and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. All pilots must read and understand the explanation of proper thermal procedures presented in the local regulations, section 26.

Failure to follow these guidelines may result in penalties to the pilot concerned including disqualification from the event.

A competitor involved in a collision in the air must not continue the flight if the structural integrity of his glider is in doubt.

Cloud flying

Cloud flying is prohibited and gliders may not carry gyroscopic instruments or other equipment permitting flight without visual reference to the ground. The organisers may include special instruments by type or name under this prohibition. Failure to keep clear of cloud may result in penalties to the pilot concerned including disqualification from the event.

Suspension, cancellation or stopping of a task

The Competition director may suspend the launch if conditions become unsuitable, for safety reasons.
If launching is suspended only for a short period, the Director need not cancel the task.

The Competition Director may cancel a task before any competitor has taken off if the weather becomes unsuitable or for safety reasons.

The Director has the power to stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety.

When a task is stopped it will be cancelled (and not scored); unless at least one pilot has landed in goal at the time the task is stopped. Where at least one pilot has landed at goal the task will be scored and pilots' scores will be determined from their GPS track log position at the time the task was stopped.

Ballast

A competing glider may carry jettisonable ballast only in the form of fine sand or water. A pilot shall avoid dropping ballast at any time in a manner likely to affect other competing gliders and other third parties. Note: See also section 23.3.

Test flying

External aid to competitors

Retrieving

Rest days

Championship classes

The organisers shall hold the championship in one or more of the classes as approved by CIVL (see 1.4), provided that at least eight pilots from four countries in each Class, are entered, with entry fees paid, and available to fly during the competition.

If a championship is held in more than one class, each class shall be regarded as a championship in its own right and the organisers must, as far as possible, avoid interference of one class by another, except Category 1 Championship Organisers are strongly recommended to run Classes 2 and 5 concurrently, with the same tasks and launch points as long as safety is not compromised. Competition Organisers are encouraged to bid for both these class championships simultaneously.

Each competing glider will be subject to inspection for compliance with class rules at any time during the championships.

Championship tasks

1.1.3 Closing Times

The director shall state at briefing the times at which take-offs, start and turn points and finish lines close. A last-landing time may also be set. If the start is delayed all given times will be delayed by corresponding amounts except that the last-landing time will in no circumstances be later than sunset plus 30 minutes. It may be earlier if local national air regulations or practical considerations so require; this must be stated in the Local Regulations.

Start of a task

The organisers may use any of the following start systems as agreed by CIVL at the time of the acceptance of the bid to run the championships. The local regulations shall state which is to be used. The local regulations must state the minimum length of time that the launch window must be open for the round to be considered valid.

Launch window open time.

The launch window open time will be based on the number of competitors and the number of simultaneous launch points available. Normally a minimum of 45 seconds of safe launch conditions per pilot is recommended. The precise method for determining the minimum launch window open time will be a method agreed to by the Steward and the Competition Director at the Pre-competition. The launch window will be considered adequate if the amount of safe launchable time available exceeds the designated minimum time.

5.27.2 Open window

Free take-off without any set order.
A large enough rigging area for competitors with enough marshals to ensure easy entry into the take-off corridors.

There must be at least one ramp or take-off place for each 25 competitors, and competitors must be able to take-off at a rate of at least two per minute.

Pilot choice

Pilots choose their take-off time on a time board.

A board marked with suitable time intervals (e.g. 30 seconds) with a hook at each time space. The board should have spaces for about 3-4 hours time. Each pilot is given a small disc bearing his contest number.

Each pilot hangs his contest number disc on the take-off time hook of his choice. Only one disc is permitted on any hook. Pilots may re-hang their discs on any empty hook until ten minutes before take-off. If a pilot is not ready to go at his time he must pull out of the line and hang his disc on an empty hook giving a time at least ten minutes later.

Start list

Pilot's take-off in a scheduled order, which advances automatically each day.

A take-off order is made by lottery before the first task. This order advances each day by a proportion of the competitors (say 2/7). If space allows (as in an aero tow launch competition) the gliders can be placed on numbered spots before first take-off time.

Ordered Launch

Pilot's take-off in a scheduled order, which is determined by the Competition Director using the method approved by CIVL in the local regulations. When there are no pilots willing to launch, the Competition Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed' under 5.27.7.

Other

A new proposal by an organiser.

A proposed, new start system may be used, provided that the system has been used successfully in at least one national championship of similar size to the event for which the bid is being made. The organiser shall produce his proposals in detail before acceptance of his bid.

Take-off 'push' system

At sites where the pilots are required to queue to take-off, the Competition Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing". Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further 30 seconds to complete the take-off. A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take-off within 30 seconds or be scored zero for the task.

Note: Competition Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.

Flying the task
Out landings
Flight boundaries
Scoring

1.1.5 Assisting injured pilots

A competitor who lands specifically to help an injured pilot must not be disadvantaged by this action. However, points awarded in compensation are at the discretion of the Director who is required to take all the circumstances into consideration before awarding them. For guidelines to procedures concerning pilots in danger, see chapter 18, Guidelines for Assistance to a Pilot in Danger

Scoring formula
Unsporting behaviour

Unsporting behaviour should be dealt with according to Annex 19 Section 7 and General Section 5.2.

Short course speed events

Local regulations for short-course competitions that do not comply with those for Short Course Speed Events (chapter 25) must be submitted to CIVL Bureau for approval.

CONTROL AND MEASUREMENT OF FLIGHTS

6.4.3 Aero tow launches.

To aid determination of the start altitude, the glider pilot (and the tug pilot when a barograph is on board) must ensure that a low point or "notch" is indicated on the barogram immediately following release.

PRE-FLIERS (WIND DUMMIES)

To give the Director the information he needs, the pre-fliers must fly when and where he wants them to, even if this results in their landing out.

When competition flying begins, the pre-fliers have done their job and must land or fly in a designated area as soon as possible so that they do not interfere with competition flying.

Pre-fliers must be a part of the organization and receive similar benefits as other helpers. They must not be members of teams.

Pre-fliers must be pilots of equivalent skill to the competitors. It should be an honour to be chosen as a wind dummy and good ones are valuable at assisting in task decisions.

The status of pre-fliers and their important role in championships must be recognised.

Free fliers and personnel associated with teams must not be permitted to fly the tasks or sections of it; it is particularly important that they do not approach goal fields.

scoring systems

The scoring system must be consistent with local regulations, which must specify in detail the way in which any variable within a formula is to be determined. It is also important that the design of the competition, especially the selection of tasks and local factors complements the scoring system.

HANG GLIDERS FITTED WITH A POWER SOURCE

CHECK LISTS FOR CHAMPIONSHIP ORGANISERS

- Report to FAI This has to be sent to FAI as soon as possible after the event (48hr), and must include full results, number of protests and any special difficulties. Publicity photographs can be sent. Photographs may be sent during the event to the FAI office by e-mail. Copy has to be sent to the president of CIVL.

10.5 Forms and Briefing Notes

Time and score sheets must be printed before the start of the event, and all pilot reports etc officials must be supplied with tough clipboards, pens etc. so that they can work effectively.

Forms needed include:

- Final correct entry list giving pilot name, nationality, age, hang glider type, competition number
- Take-off order list, and if necessary, start time list
- Finish line/time list
- Pilot flight report form, with map tracing sheet
- Official's receipt form for flight reports and films
- Out landing witness certificate, if not on pilot report form
- Request in local language to help or telephone for pilot, if necessary
- Daily task details and daily met information for each pilot
- Score sheets headed by date and task details and distance
- Team competition score sheets, including accumulated scores
- Photo turn point evidence assessment form.

All forms must have space for date and compiler's name.

- Start and Finish line forms should not be pre-printed with contest numbers in order; the compiler must enter numbers in the order of take-off or arrival.
- Officials using timesheets must have easy access to the time on the official clock, and use only this time.
- Official outlanding map. This must be of larger scale or the same scale as pilot's maps. Pins must have contest numbers written clearly on them. Maps and pins must be duplicated so that the previous day's evidence can remain until after protest period.

Identity/name badges for all participants, medal/mementos for all.

SANCTION FEES

1.3 Payment of fees

All fees have to be paid to FAI/CIVL before a competition starts.
Fee payments must be accompanied by a reference which includes the full name of the competition, the class(es) of competition and the name of the organiser.

TASK DECLARATION FORM

Official observers

DISTANCE CALCULATION

SAMPLE LOCAL REGULATIONS

Purpose
Programme
Officials
Local regulations

8	**TASK PERIOD**. Times of window open for take-off and times for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period of time that the launch window will remain open for the day to be considered valid is…….	5.28
9	**SCORING.**	

9.1	[Insert Scoring system approved by CIVL when making a bid including method for normalising group scores (if needed).	5.32, 5.33
9.2	Team Scoring. State approved team score procedure	5.33, 23.5, 24.9.6
9.3	For scoring purpose, guest pilots are / are not counted as competing pilots.	
10	Thermaling rules and procedures. All pilots must read and understand section 26 Thermaling Rules and Procedures.	

CHAMPIONSHIP ENTRY FORM EXAMPLE

PARAGLIDER LINE STRENGTH DOCUMENTATION REQUIREMENTS

GUIDELINES FOR ASSISTANCE TO A PILOT IN DANGER

PARTICIPANT INCIDENT POLICY

Procedure

A full report of the incident must be delivered to the CIVL Bureau as soon as possible after the event. The report should be accompanied by the names and addresses of witnesses if any. The Bureau or a specially appointed committee will review this report, make enquiries and where necessary choose a procedure from the following options

Lesser offences

These offences consist of the use of moderately abusive language or hitting an official with an object not causing physical damage (liquids, paper, dirt, etc.).

Punishment (in order of severity)

- The offending individual and his/her Aero club receives a letter of reprimand from the CIVL
- The offending individual is required to send a letter of apology to the offended official before he is allowed to participate in another CIVL sanctioned event.

Serious offences

These offences include the use of excessively abusive language, hitting an official with fists feet or other body parts as well as hitting with solid objects (sticks, rocks etc.) or otherwise causing bodily abuse (tripping pushing etc.)

Punishment

GUIDELINES FOR CLASS II DETERMINATION

1.2 Manufacturer Procedures

Manufacturers with a new design, intended to be a Class 2 glider that they wish to enter into a CIVL sanctioned competition must contact the Committee.

1.7 Fairings

Fairings are not allowed on Class 5 gliders in category 1 competitions. For the purposes of this document a pilot fairing is a streamlined structure rigidly attached to the glider frame, partially or fully enclosing that pilot and as much as practical the surrounding structures. The shape of the fairing is designed to minimise the contribution to the total parasitic drag of the glider, the pilot and the pilot surrounding structures. Windscreens fairing the pilot's head that are not directly attached to a helmet are not allowed.

RULES FOR GPS FLIGHT VERIFICATION

HANG GLIDING SAFETY STANDARDS

Purpose

The purpose of these standards is to insure a certain minimum level of structural integrity and pilot safety in class 1, 2 and Class 4 (Open Class) Hang Gliders.

In general hang gliders should comply with the load test certification standards of, the HGMA, BHPA or DHV, or similar testing body.
Where dimensional limits are applied to structures, these have been chosen such that adequate strength is achievable with materials currently in use.

Reduced strength due to use of unconventional materials meeting these dimensional limits is the competitors responsibility. Where relevant the conventional material is stated.

These standards override the certified configuration of a glider.

Structural limits

- Minimum diameter of any structural external wire cables is 1.9 mm or 5/64 inches.
- Where an external compression strut is braced with rigging wires they must attach within 10cm of the point were the compression load is applied.
- Side-wires shall attach to A-frames at no more than 10cm above the plane of the control tube, measured when the glider is resting on a horizontal surface.
- If a control bar is made of materials other than metal, it must have an internal steel rigging cable that serves as a structural backup
- The pilot suspension must include a non-metallic load bearing material of minimum 50 mm2 cross-section area (normal material Nylon woven webbing with 1000kg breaking strain). The attachment loop must have a backup, which bypasses any mechanical devices and either the main, or backup must be non-metallic.
- A rescue parachute must be capable of deployment by both the right and left hand of the pilot in a normal flying attitude is mandatory.

References to compression struts and rigging wires refers to the loads placed on parts of a glider by flight stresses. Gliders with cantilevered wings do not apply compression loads to the uprights, while in general, Class 1 gliders do have uprights which are under compression in flight.

Control cables are not deemed to be structural.

Any external part of the glider which has compression loads placed upon it during flight is an “external compression strut”, and therefore bracing wires attached to it shall conform to these rules.

Where the terminology or definitions which are used in these rules are in question with any particular glider, the relevant protest committee will provide a ruling.

Ballast

A competing glider may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties. For PG competition, the total ballast, including all flight equipment and the glider must not exceed 33 kilograms in addition to the pilot’s weight. The Pilot’s weight is defined as body weight when dressed in jeans, shirt and underwear.

24 PARAGLIDING ACCURACY RULES

24.1 Objective

The first objective of the competition is to determine world or continental individual and team champion in paragliding accuracy landing.

24.1.1 The winner
The winner of each category will be the individual or team with the lowest aggregate score, where appropriate.

24.2 Eligibility

24.2.1 Pilot
Entry is open to all members of their respective NAC who hold:
- A valid FAI Sporting License that covers paragliding,
- An IPPI Card, at least of Para Pro level 4,
- National paraglider pilot's licence,

Pilots have to be able to demonstrate their ability to take off in all wind and weather conditions that fall within the operating limits (regarding on take off method determined in Local Regulations).

24.2.2 National team
The minimum team size in an paragliding accuracy competition shall be 5 pilots. Team size will be defined in Local Regulations.

24.2.3 Paraglider
The competition is open to all Class 3 Hang gliders (as per Section 1.4.1.1).

24.2.4 Provision of personal equipment
Local Regulations define if a pilot is required to have a rescue parachute.
The heel and the tip of competitor's shoes should be made of a material and shaped in a way that they can not damage an automatic measuring device.

24.3 Site and equipment

24.3.1 Target
Location of the target must allow landing from any direction and it is defined by Competition Director (who could be advised by CIVL Steward). The target may be relocated during the event, but not during the same round.

The centre of the target must be an automatic measuring device with a dead centre disc of 3 cm in diameter in a contrasting colour, preferably yellow on a black background. The automatic measuring device must be capable of measuring to a minimum distance of 15 cm in increment of not more than 1 cm.
The device is set on a solid base plate. It must be fixed and kept as flat as possible at the level of measuring field.

Clearly marked circles must be set at 0.5 m, 2.5 m, 5 m and 10 m radius, centred around the dead centre.

(Guideline for target setting:
- hill launch: a ratio between projected distance and height difference (take off area - target) shall be at max. 5:1; minimum height difference is 200 m.)

24.3.2 Measuring field
Measuring field is a flat area where competitor's scores are measured. It is represented by clearly marked circle with the automatic measuring device in the centre. Radius of measuring field is 5 meters.
Measuring field should be of preparation (grass, sand, carpet...) that allows judges to define pilot's first ground contact. Measuring field has to be at the level of the field where it is located.
The Chief Judge or Event Judge will determine the area around the measuring field that will be restricted to competition officials only. This area is minimum 10 m radius from the target and the border of the area shall be marked on the ground.

24.3.3 Wind direction indication
A high visibility wind sock and wind direction indicator will be located in the vicinity of the target area and located a minimum of 5 m above ground level.

24.3.4 Wind speed recorder
Wind speed will be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m above ground level. In the case of malfunction of automatic wind measuring equipment, the judges may revert to the use of mechanical instrumentation, which is located at a minimum of 2 m above ground level for the completion of the competition.

24.4. Competition

24.4.1 Number of rounds
There shall be a maximum of twelve (12) full rounds completed within the time available. A minimum of three (3) valid rounds must be completed to validate a competition.

The results obtained in any round will count towards individual and team scores, only when a round has been completed (i.e. all of the competitors have received a score or a penalty). In the event of a break in the competition in the middle of a round, the competition will be resumed from where it left off.

There shall be at least one training round made before the competition, if weather permits.

24.4.2 Contest numbers
Teams will be drawn at random to determine flying order. Each nation's team members will be allocated a number 1, 2, 3, 4, 5….. in accordance with the information stated in the entry form.
According to randomly determined team flying order and pilots' allocation numbers within the team, pilots will get contest numbers as following: all the number 1s, followed by number 2s, 3s….
Each pilot is required to display their contest number prominently on his helmet.

24.4.3 Take off
- Competitors must fly in the published flying order according to their contest numbers, unless they have prior permission from the Launch Marshal.

- Competitors not ready to fly in the established flying order when called forward by the Launch Marshal will be liable to a maximum score penalty in lieu of their score for that round.
- ***Take off/launching time sequence depends on local conditions and wings' performance levels.***

24.4.4 Pilot separation
Pilots flying have to separate themselves by height to ensure safe and unobscured landing at the target. Overtaking during the last 200 meters above the target (AGL) is not allowed and may lead to maximum score penalty.

24.4.5 Signalling reference
The official signal for pilots in the air to fly away from the target for safety reasons is: person or persons at the measuring field will clearly wave a red signal flag.

24.4.6 Definition of final approach
The competitor is deemed to have started the final approach when, having turned to face the target, the event judge considers that the competitor has made his final commitment to making an approach to the target and is not expecting to have to make any significant changes of direction. Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.

24.4.7 Re-launches
A competitor may only request a re-launch following the disputed flight by applying to the Event Judge at the target before signing for their score. The competitor must register their request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges).
At the time a re-launch is awarded the competitors score for the disputed flight will be cancelled. Re-launches shall take place at the end of the full round in which they were awarded.
If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot.
A re-launch may be awarded only for the following reasons:

- The wind speed exceeds the specified limit during the time of 30 seconds before the competitor touches the landing point. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make decision immediately.
- The target is obscured during a competitor's final approach.

- The judges fail to reset the automatic measuring device.
- The competitor changes his flight plans for safety reasons to avoid another competitor in the air, and does not then attempt to land on the target.
- If there is any significant external distraction which demonstrably affects the competitor's target approach.

24.5 Limitations

24.5.1 Wind speed
The maximum permitted wind speed for the purposes of competition scoring is 7.0 m per second. If it is deemed likely that the wind speed will exceed 7.0 m per second during a competition flight, the competition will be halted until the wind has eased sufficiently.
The upper winds, which are not measurable, are not taken into consideration.

24.5.2 Target obstruction
The competitor will be entitled to unobstructed visibility of the target during the final approach.

24.6 Scoring

24.6.1 Method
Competitors will be scored on the distance in metres and centimetres between the landing point - first point of ground contact and the edge of the dead centre disc. The score shall be 0.00 m, if the landing point is at the dead centre disc.
- If the competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius.
- Landing has to be made on feet. Fall is not allowed. If the competitor falls at landing, he scores a maximum score.
- ***A fall means: if any part of the body or equipment (appendage, which includes any part of the harness) except the feet touches the ground before the wing does.***
- ***If a competitor lands with both feet together or first point of contact can not be defined, the furthest point of footprint is measured.***

24.6.2 Automatic measuring device
Scores up to minimum 15 cm are measured by the automatic measuring device. A certain pressure must be applied by the competitor to the automatic measuring device to make it record the score.
If an automatic measuring device is found to be defective or and the first point of ground contact has been on it, judges measure score manually.

24.6.3 Individual scores
The score of an individual shall be the aggregate of all the scores achieved by the competitor.
In case when five (5) or more valid rounds are completed, the worst one (1) individual score is dropped.

24.6.4 Team scores
The Nation's team score for each round will be calculated as the aggregate score of the best five of the scores achieved by members of the Nation's team.
If any Nation has less than five competitors, then a maximum score will be awarded to the team for each round for each of the five scores for which there is no competitor (e.g. if there are only three competitors then the Nation's score for that round will be the aggregate of the three scores achieved by the competitors plus two maximum scores).
There is no dropping of the worst score at team scoring. All individual scores could count toward team score.

24.6.5 Tied scores
Teams:
In the event of any tie between first three teams at the end of regular competition, all members of each of those teams will have an additional flight, if circumstances permit, and the nation's team score will be calculated (24.6.4). If any teams are still tied, this will be repeated as required on a sudden death basis. In the case of insufficient time, as determined by the Chief Judge, the fly-off will be between one nominated member from each team.

Individuals:

In the event of any tie between first three individuals both (or all) will have an additional flight, if circumstances permit. This will be repeated as required on a sudden death basis.
Scores achieved through additional flights can not be dropped.

24.6.6 Validation of scores
As soon as is practical after the end of a round the recorder will post the scores from the round (with the posting date and time clearly identified) on the main briefing board labelled PROVISIONAL. Any protest with the scores must be lodged within 3 hours of the scores being posted. At the end of the 3 hours from posting the scores the round will be declared as OFFICIAL.

24.7. **Complaints and protests**
Complaints and protests will be dealt with according to procedures in Section 7 and General Section.

24.8 Judging

This is a Judging code for judges at the International PG accuracy landing competitions, FAI 1st category.

24.8.1 Judging teamA judge is an official who is qualified to observe, mark and measure the performance of a competitor. Judges must have a character of high integrity and must be capable of making fair and unbiased decisions.
Judging Team
The full judging team shall consist of the following:

- Chief Judge
- Event Judge
- Three fichet judges
- One back judge
- One front judge
- One recorder and
- Wind monitor

Besides the Chief Judge and the Event Judge, there will ideally be a total of seven members plus a minimum of two reserves to allow for rotation of duties and relief. The judging team can be from any nation but there will be at least two nations represented in the judging team at the target at any time.
Chief and Event Judge
The World Championships' Chief Judge shall be a qualified person appointed by the championships organiser. The international competition Event Judge shall be a qualified person appointed by the Chief Judge

The Chief Judge or Event Judge will have the responsibility of stopping the competition, if he is not satisfied with the safety aspects of a competitor's approach, wind limitations, or obstructions in consultation with or if requested by the Competition Director.

Judging Code
All nominated judges will be given a copy of this Judging code to which they will adhere. All judges may have their appointment revoked by the Chief Judge if they fail to maintain this Judging code, or are guilty of misdemeanours during the competition.

24.8.2 Duties

The Fichet Judge Team
The fichet judge team will consist of three members, positioned at 120 degrees to each other with one judge upwind and approximately on the wind line within the measuring field. The fichet judges will observe all contacts noting the first point of ground contact of the competitor.

Scores up to minimum 15 cm are measured by the automatic measuring device. A certain pressure must be applied by the competitor to the automatic measuring device to make it record the score.

If the first point of ground contact is off the automatic measuring device, but within measuring field, the fichet judges will mark and measure the perceived point of ground contact of the pilot.
If the fichet judges, after consultation with the front and back judges and the Event Judge, cannot agree on the first point of contact, then a re-launch will be automatically awarded.

In the event that the judges consider that there was more than one simultaneous point of first contact, the furthest point of first contact will be measured.

Once the competitor's result is measured, the member of the judging team who has been nominated as a caller, will call the score to the recorder. The score will be repeated back by the recorder.

Front and Back Judge
Front and back judge form a two-member team and are positioned upwind and downwind and outside the measuring field. They will move slightly left or right of centre if a fichet judge obscures their view.
They will observe the competitor's body position and ascertain whether the competitor's first point of ground contact is with the left foot, right foot or both feet. The will also establish if competitor fell.

If the first point of contact noted by the front and back judges is different to that marked by the fichet judges, then the front and back judges will mark the point of first ground contact that they have observed.

The strike judges will not signify their decisions orally but by the use of signals as follows:

- **Left or right leg**

Left or right arm, as appropriate, fully extended at right angles to the body at shoulder height. The front judge will not adjust to the left or the right of the competitor and will use the arm of the side as it is observed.

- **Both feet**

Both arms extended in front of the body, waist height, hands fully extended, held together palms downwards.

- **Fall**

Left arm above the head.

- **No observations**

Both arms fully extended down in front of the body, crossed at the wrists.

The Recorder
The recorder will repeat and record on a official log sheet a competitor's score, which is called by a nominated judge. The score must be signed by the competitor.

The recorder will record the start, finish and stand down times of the rounds on the log sheets.

Wind Speed Monitor
Wind speed monitor is a person observing the wind speed in time period of 30 seconds before landing of the competitor. If the wind exceeds maximum value, he will record that on the official log sheet provided. If the wind speed exceeds maximum value, the monitor will give a signal (i.e. lift a flag or honk a horn).
The Event Judge
The Event Judge is the team leader of the judging team and is responsible for the smooth running of the target area. He will produce a roster of change of duties for short periods to one of the judges and may also take over any of the duties within the target area. He is also responsible to observe competitors' separation in the air and during final approach.
If the Event Judge considers that conditions are becoming dangerous, he has the authority to stop the competition after he has conferred with the Chief Judge and the Competition Director.
Chief Judge
The Chief Judge is responsible for ensuring judging standards of all members of the judging team of the competition. The Chief Judge will assemble and brief all judges prior to the start of the competition.

The Chief Judge will ensure that all required equipment is available and in working order. The Chief Judge must attend all briefings of competitors and if necessary give his own briefing to competitors.
The Chief Judge will not interfere with the running of the target area unless it is considered that the Event Judge is not in full or proper control. In certain circumstances, i.e. lack of full judging team, the Chief Judge may stand in to take over the duties of the Event Judge as a temporary measure.

The Chief Judge will confer with the Competition Director as soon as a request has been made to stand down the competition. The Chief Judge has to ensure that at any time at least two nations are represented in the judging team at the target.
The Chief Judge will keep a record of the judges and their duties in the competition.

26 Thermaling rules and techniques

It is apparent from the experience of many pilots and officials at category 1 events that quite a few pilots do not know how to thermal effectively and safely with a large group of pilots. Despite the CIVL qualification requirements for the entry of these events, not all countries teach proper technique and etiquette, or may not know the universally accepted procedures. In order to enhance the safety of competitions, these rules are presented, which must be read and understood by all pilots entering CIVL sanctioned competitions.

Aggressiveness
One of the biggest problems in competitions with many pilots is the over-aggressiveness of certain individuals. Over-aggressiveness in crowded skies can lead to mid-air collisions, which can lead to fatalities. Nearly every pilot in a crowded thermal would like to circle tighter to better use the core, but it is impossible to do so without a great disruption of the entire circling group. A pilot that makes close passes to others or avoids clearing all turns endangers everyone, and risks the anger of his fellow pilots which may cause later confrontations. An overly aggressive pilot ultimately hurts his or her own long-term competition results.

Competition directors are required to deal with overly aggressive and unsafe pilots in the following manner: The pilot should be given a warning as soon as a confirmed report of the pilot's dangerous behaviour is presented. If the pilot doesn't stop the dangerous behaviour immediately, the pilot must be removed from the competition.

Entering a thermal
1. *The first rule of entering a thermal is to turn in the same direction of the pilots already in the thermal (either clockwise of counter clockwise).* This rule holds strictly even if the thermal is entered well above or below the previous pilot(s). The reason for this last point is that often, lower gliders will climb more quickly and may eventually be at the same level as the higher gliders. Also, in crowded skies it is common for many pilots to join a thermal and pilots coming in between two pilots turning different directions will not know which way to turn. Often this factor results in several groups of pilots at different levels turning in different directions. When these groups merge, chaos and endangerment occurs.

So it must be stressed: Always enter the thermal in the same direction as a previous pilot no matter what the height separation. Often pilots have a turn direction preference which induces them to turn opposite to the direction already established. Pilots with such strong preference, should not enter a competition until turning to the undesirable side is practiced to the point that the pilot is able to automatically turn in either direction.

Which way should a pilot turn when entering a thermal in which pilots are turning in opposite directions? This problem is common enough and difficult. If the pilot is closer to one group (above or below), it's best to turn in the direction of that group. A pilot approaching a thermal with other pilots at similar height must circle in the same direction as the first pilots that reach the thermal

In general, if a pilot is midway between an upper and lower group it is best to circle in the same direction as the upper group, as these gliders cannot be seen well. If the lower group climbs more quickly, these gliders can be easily seen and the turn direction reversed if required. Do not wait until they are at your level to reverse, since it may result in a mass confusion as some pilots change direction and others don't. Besides, the reason they are climbing up to you may be that their turn direction is more efficient due to a rotating thermal.

2. *The second rule for entering a thermal is to approach the thermal tangentially to the other glider's circle on the side where he or she is flying away from you* (see figure 1)*.* This procedure allows a simple turn to be made to follow the previous pilot's circling path even if both pilots are at the same level.

Approaching a thermal circle at any point other than the tangent (where the joining pilot's flight path just touches the circle diameter) is *extremely dangerous*. Pilots doing so are guilty of inducing confrontations and possible mid-air collisions. **Never fly through the middle of a thermal circle.**

It is ideal to arrive at a thermal circle when the pilot already circling is on the opposite side of the circle. The pilot who has established the circle must be watched to see where the tangent point is on the side of the circle being entered. By watching the pilot for two or more 360-degree turns as the thermal is approached, a suitable entry point can be determined and the entering pilot can safely join the circling pattern.

Sometimes the circle is reached when the circling pilot is on the entry side of the thermal. In this case, the approaching pilot should circle on the normal side, but further out from the centre to give the other pilot room to continue to circle with no variation in the established pattern. The entering pilot should then start circling in the same direction with a bigger radius as shown in figure 2, which will soon allow room behind the other pilot so that the ideal path can be joined by tightening up the turn. Naturally, the pilot already circling should maintain a regular circle, both so the other pilot can judge where to be, and to maintain the core position. Cooperating in this manner is what the top pilots do in order to fly more efficiently and assure safety.

Multiple Cores

Quite often multiple thermal cores exist in close proximity to one another. This feature presents a real problem in crowded skies, because these cores often merge as the thermal rises higher. In this instance, when a good core is encountered as a thermal climb is approached, which way is it best to turn? There are benefits and problems relating to turning in either direction. If the turn direction of the nearby circling pilot is adopted, it is possible to enter the established circle simply by making a wider turn as the other core comes closer. On the other hand, the turning gliders will be approaching head-on at the near part of the circle as the cores merge (see figure 3).

If the approaching pilot chooses to circle in the opposite direction, there is not as much head-on confrontation, but the pilot must do a full turn reversal to join the other circle as the cores merge. If other pilots have joined the new circle, this turn reversal can create great confusion and potential conflicts. For the latter reason it is recommended to turn in the same direction as other pilots in a nearby core.

Often thermals can be broken with light multiple cores appearing for a few turns then disappearing. This situation may be a result of weak heating, wind or an inversion layer. When a group of pilots are trying to work such conditions, conflicts can result. Generally, the only safe policy is to use common courtesy and good airmanship. If the cores are short-lived, it doesn't make sense to rush around like crazy towards each pilot that tightens up in a better core. All this does is create conflict with other gliders and the erratic pilot will usually miss the core while knocking out the original pilot or lower ones coming up.

The best policy is to wait until the climbing pilot is clear and enter the core without conflict. That way the entering pilot can tighten up successfully and gain the best climb. Blundering through the group trying to grab everything that is marked will just anger the other pilots who then won't cooperate and will do everything they can to block you're the offending pilot's progress. Remember, overly aggressive pilots ultimately hurt themselves psychologically.

In broken thermals, all pilots should orbit in the lifting area and allow a pilot that hits a surge of lift to tighten up and climb above. That way the crowding becomes less and everyone will have a better chance of getting up. Remember, in such conditions all pilots are your helpers, at least until you get close to goal. The weaker and more rare the lift, the more you need other gliders around to cover more area to find thermals. If you play the game of forcing others out of the lift you find yourself alone in an often fruitless hunt for lift.

General Rules

When a pilot is thermaling in a crowd, the main rule is to maintain constant awareness. That means looking around continuously to avoid conflicts. You must look to the outside of your turn as well as inside, for often gliders outside of you get forced inward or circling path get offset. Do not get confused by the mass of gliders above or below you. Focus on the ones at your level and a bit above and below.

The second important rule is to maintain a regular, predictable turning circle. Try to keep the same radius turn without varying it so other pilots know where you are going to be as they come around each time. Some pilots get fearful as the crowd increases and they flatten out their turns. This results in a reduce climb rate for everyone and even more crowding as more pilots end up at the same level. Maintain as tight a turn in the core as possible for maximum climb so pilots get spread out vertically, not horizontally.

Two pilots on the same level can work together very nicely at quite steep banks. To do this, maintain a constant bank and remember, as long as you can't see the other pilot he or she has either climbed above you or is on the exact opposite side of the circle and you will not hit. If you flatten out you may end up with a conflict. Three

pilots can also work together in this manner if each pilot is very careful to keep a regular circle and the lift is smooth. Four pilots at the same level are too many for the efficient use of most cores.

Be aware of the fact that it always appears that the other pilot is going around your circle. This visual mirage makes you think that the other pilot is turning flatter than you. Don't make this perception error and flatten out or you'll cause conflicts. The only way to tell who is turning flatter is to see who catches up to whom. If you are catching up to the other pilots, you are turning more steeply, and vice versa.

Many pilots use techniques of quickly altering their turns when surges of lift pass through. This practice is overly aggressive in very crowded situations and will eventually get reported with a subsequent penalty. No pilot has the right to endanger others for his or her gain. Pilots should study available publications regarding thermal techniques and thermal procedures.

Editor's Note:
I have gone through and changed "should" to "must" as requested by the meeting - though I left a few in - where "should" appears to mean "may".

Where I have changed "should" to "must" I have included the amended text in Draft 1.5. Specifically, these changes were in the following paragraphs:
5.3; 5.5.1; 5.6.6; 5.6.7; 5.11.1.2; 5.19.4; 5.26.3; 5.27.2; 5.31.5; 5.34; 6.4.3; 7; 8; 10.4; 10.5; 11.3; 19.1; and 20.2.

I accept that there may be some confusion with the use of "should" by those whose first language is not English. However, the meaning of "shall" is quite clear. The word "shall" is included in Section 7 about 130 times. As it is commonly used in laying out rules in English, I suggest that it should remain. Perhaps the use of "shall" could be discussed through email - though I suggest that when referring to Section 7, the use of "shall" does not lead to any confusion in interpretation (as "should" may have).

Annex 13

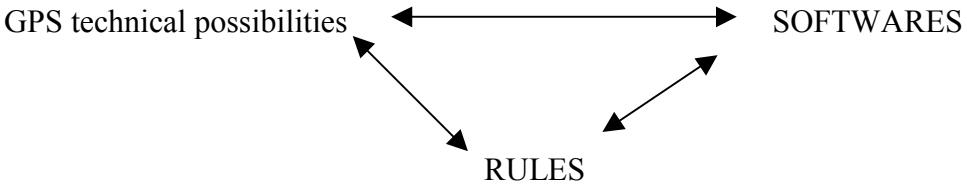
Flight verification sub committee

Chair : Fred Escriba

Preparation of the sub committee working group meeting

Summary
1 – Introduction
2 – GPS rules and verification software
3 – Reform of the FAI record procedure using the GPS

1 – INTRODUCTION
The use of GPS is growing a lot in free flying competition.
Nearly all NACS and private organisers are using it at evidence in replacement of photography.
PWC and CIVL are using it as the only competition evidence.
If it's clearly a great improvement, some problems are raising :
Technical possibilities of the GPS models are still changing.
Several GPS verification software's are existing and evolving.
Rules are also changing and are sometimes different in CIVL / PWC / NACS
It's necessary to take account of some old GPS models that where advised.
Culture and needs seems to be different between Paragliding / Hang Gliding.



From one point of view, all those differences are positive because new ideas are raising and new possibilities will still appear in the future.

Consequences :
Pilot may find different rules in different competitions, hard to deal with.
GPS models may not fit rules or software's when a pilot change from one comp to another.
GPS software's may not be able to follow rules.

Objective :
Define a way to prepare CIVL competitions concerning GPS system

Proposals :
As Paragliding and Hang Gliding culture are different we saw at the 2001 CIVL meeting that some rules must remain different. It was decided that some GPS rules should be included not in the section 7 but in the local rules to allow both paragliding and Hang Gliding to keep their own specificity.

Method :
1 - Consider the GPS technical possibilities
2 – Set the rules

3 – Prepare the software to fit the rules
4 – Determine which are the eligible programs for CIVL cat.1

A schedule is necessary
Example :
Using a mailing list
End of october chose which new technical possibilities will be used next season.
End of november set the new rules.
End of december deadline to publish the eligible software's.
CIVL meeting : determine the eligible software's that organisers may use in their events.

2 - GPS RULES AND SOFTWARE FOR CATEGORY ONE EVENT

Concerning section 7 :
Here we may find only general consideration like :
GPS is the only evidence in free flying competition.
Pilots can use several GPS
Turn point and starts are based on cylinder.
Local rules and verification software must take account of the following requirement :
Provide a simple system for the pilots : e.g. the cylinder system, start system and arrival system must fit to the technical possibility of the GPS that pilot are using in the comp. It means that a pilot must be able to know how and when to leave a start, or how to cross a finish line…
The local rules must guarantee that the task remains the same for all the pilots regardless of the GPS model they use (e.g. pilots equipped with brand new GPS data logger must not be able to play with distance and do "shorter task" using the high recording capacity of the machine). Also without this precaution some pilots equipped with old GPS may be lead to change recording interval in the air, which is dangerous. A variable tolerance system based on the recording interval is recommended to avoid this.
The chosen software must guarantee a fast runreport for all pilots taking part to the event : a maximum of 30s should be necessary by pilots. In any case, the pilot shall not need to leave his GPS to the runreport area.
For security reasons local rules concerning GPS should be set in order to help the pilots not to use the GPS button to set change in the air (configuration; route…)
The GPS track downloaded at runreport are public and should be used only for information or promotion (web site…). However, for logistical reasons the organisers may decide not to distribute the track during the comp (to be announced in local rules).
…

Local rules
In the local rules, we should find all the technical and specific rules and parameter about :
Type of task that can be set.
Default size of TP cylinder
Type of start that can be set
Tolerance system
Maximum recording interval
Definition of "what is a proof"
Valid or non valid GPS models

Arrival method
…

LR and software in Hang Gliding category one championship
The local rules and the software should be sent for approval to the CIVL at least three month before the beginning of the event).
The CIVL keep the right to amend the local rules and to impose a particular software if needed.
Zuppy : please complete or amend if needed ☺

LR and software in Paragliding category one championship
By default, the local rules concerning GPS are the PWC rules.
The organiser is free to propose rules changes or additions.
The organiser is free to propose any GPS verification software.
Local rules and software must be submitted for approval to the CIVL at least three month before the beginning of the event.
The CIVL keep the right to amend the local rules and to impose a particular software if needed.

3 – REFORM OF THE FAI RECORDS PROCEDURE USING GPS

The philosophy of the FAI records is to recognise the performance of a pilot when it's the best accomplished yet. Of course the performance is valid when all the needed evidences are provided.

Unfortunately, it can happen that a pilot break a record and can not prove his performance because of logistical problems.
Currently a FAI judge need to be present to validate the performance.
This is a great problem :
This is slowing new records
This is lowering interest of the pilots into records.

Aims :
The main project is to simplify the record procedure.
The use of GPS can solve most evidences problems.

Projects :
Create a direct link between the pilots who beat the record and the FAI officials in charge of the verification using Internet.
The pilots should be able to send a file by email containing the performance and the proof of his performance.
This is accelerating a lot all the procedure.
This is avoiding to involve the NAC (of the country where the record was done) in the procedure, which very often leads to problems.

Needed system :
Define or choose a standard to exchange data :
 IGC format is certainly the best choice.
This format is already existing. It's used in Sailplane. Several GPS program are using it.
It's a public format. All specification about it are available on Internet.

Leads and help the manufacturers to develop GPS that are able to export a non-tuneable file.
Digital signature should be included in the exportation (using public and private keys).
This king of signature are allowing to verify that data are coming from a particular GPS and that the informations stored in the files where not changed.

CIVL must publish a list of the approved GPS recorder

Remarks :
This would work for :
- Normal distance; Out & return; Triangles…
- Speed record
- Altitude record (as far as the GPS can store it)

Record announced in advance may still need a special procedure (like FAI judge presence or postal declaration) until the manufacturer set a special option allowing to store a "special route" non-tuneable that could be used for declaration.
This procedure may allow us to remove the stupid actual rule saying that records can only be beaten if the new performance is at least 1% higher than the previous one.
Until suitable GPS appear, new record should be possible using GPS as far as the GPS suit a certain standard (list of models) and as the GPS is directly sent to the CIVL (datas remains inside the GPS and can not be changed.

Logical schedule :
A – Create a CIVL web page presenting the project including information's for manufacturers.
B – Review the CIVL/FAI procedure (all document that must be filled by the pilot who break a record) to remove all what is obsolete.
C – Write the new rules in the section 7
D – Determine a responsible person in charge of the verification.

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