

FAI International Appeals Tribunal (April 2015) Report and Decisions

This International Appeals Tribunal was appointed by the FAI Air Sports General Commission (CASI) on the 13th of February 2015, in accordance with FAI Sporting Code General Section Chapter 9, to decide on an appeal filed by the *Lithuanian Aero Club* against decisions made by the International Jury of the *2nd Junior World Hot Air Balloon Championship held at Vichy, France. August 31 to September 6, 2014.*

Tribunal Members:

- Eilif Ness (NOR), chair
- Hans Åkerstedt (SWE)
- Jean-Pierre Delmas (FRA)

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APPEAL PROCESS

The work of the Tribunal has been carried out in the following steps:

1. The Tribunal's Chair, Eilif Ness, established e-mail contact with the other two Tribunal members and informed them by sending them, on February 13th, 2015, the full text of the Lithuanian appeal, as well as the full text of the FAI IAT Manual, inviting their immediate comments and suggestions.
2. The Chair then appointed Mr. Hans Åkerstedt to serve as secretary to the Tribunal.
3. The IAT members communicated by e-mail, conducting a thorough discussion and analysis to establish a List of Facts based on the IAT's investigations
4. A preliminary List of Facts was forwarded to the Appellant on March 23rd with 14 attached documents, requesting the Appellant's comments and/or corrections to those facts as presented, and invited the Appellant to provide any further facts they might wish to present, within 7 days from the receipt of the message.

Concurrently, the Appellant was advised that the IAT considered the list of facts and its appendices to be adequate for the IAT to reach its decision without conducting a physical hearing, and proposed to decide the Appeal on the basis of the List of Facts, supplemented by additional information the Appellant might wish to provide.

In the case of the Appellant preferring a physical hearing, it was proposed that the IAT convene a hearing in Lausanne in about a month's time. The IAT also stated that it was open to other forms of communication, such as e-mail correspondence, or conference calls.

5. By March 30th the Appellant responded by submitting their comments and additional information. On March 31st the Appellant specifically requested that transcripts of the briefings to be provided.
6. The Appellant indicated that they considered that a physical hearing would not be necessary, and that communications could be continued by e-mail.
7. The IAT secured access to the audio recordings of the briefings, and carried out the transcriptions by the IAT's own resources, forming Attachments 15 and 16 to the Appeal documents. These were transmitted to the Appellant by e-mail on April 9th, completing the List of Facts.
8. The Appellant was informed that, with the addition of Attachments 15 and 16, The IAT considered the List of Facts to be complete and final, and that the IAT would proceed to conclude the appeals process on that basis.
9. On April 14th the Appellant submitted a set of re-statements of the Appellants positions, which were accepted by the IAT for inclusion its considerations.
10. By e-mail exchanges, the IAT agreed on the principles and interpretations of the totality of the material supplied in the in the List of Facts, and unanimously made the decisions listed on page 13 below.

LIST OF FACTS

As described in the preceding, a list of Facts was produced and distributed by March 23rd, in conformity with the requirements of the FAI International Appeals Tribunal Manual of October 2014. Subsequent new input completed the list by April 9th.

Appendix 01a – 2014 Junior World appeal LTU – Selected competition rules.doc

Appendix 02 – 2014 Junior World - Jury recording task briefing.doc

Appendix 03 – 2014 Junior World – Jury report.doc

Appendix 04 – JWC tasksheet Flight 2.pdf

Appendix 05 – Protest-Pilot13-1-Task6.pdf

Appendix 06 – Protest-Pilot13-2-Task6.pdf

Appendix 07 – Protest-Pilot1-Task6.pdf

Appendix 08 – Protest-Pilot15-Task6.pdf

Appendix 09 – JuryDecision-Pilot13-1-Task6.pdf

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Appendix 11 – JuryDecision-Pilot1-Task6.pdf

Appendix 12 – JuryDecision-Pilot15-Task6.pdf

Appendix 13 – JWC results T6.pdf

Appendix 14 – 2014 Junior World DED statement.doc

Appendix 15 – JWC appeal Lithuania-Transcript General Briefing.doc

Appendix 16 – JWC appeal Lithuania-Transcript Task Briefing.doc

Appendix 17 – 2014 JHABWC Rules.doc

LITHUANIAN APPEAL

Appeal by Lietuvos aeroklubas on the 2nd Junior World Hot Air Balloon Championship held at Vichy, France. August 31 to September 6, 2014

Aero Club of Lithuania -Lietuvos
aeroklubas BRIEF
Kastonu g. 4-7
LT-01107 Vilnius
Lithuania

October 28th 2014

Notice of Appeal

To: The FAI Air Sport General Commission
(CASI) c/o Secretary General of FAI

Aero Club of Lithuania (Lietuvos Aeroklubas - LAK) objects against the decisions of International Jury of 2nd FAI Junior Hot Air Balloon Championship regarding Task 6 Maximum Distance (R15.17). International Jury consisting of Jury President Garry Lockyer (CAN), members Johann Fuerstner (AUT) and Lindsay Muir (UK) made decisions concerning two protests of pilot #13 Anders Hvid, a protest of pilot #1 Rokas Kostiuskevicius and a protest of pilot # 15 Laure de Coligny.

Factual circumstances

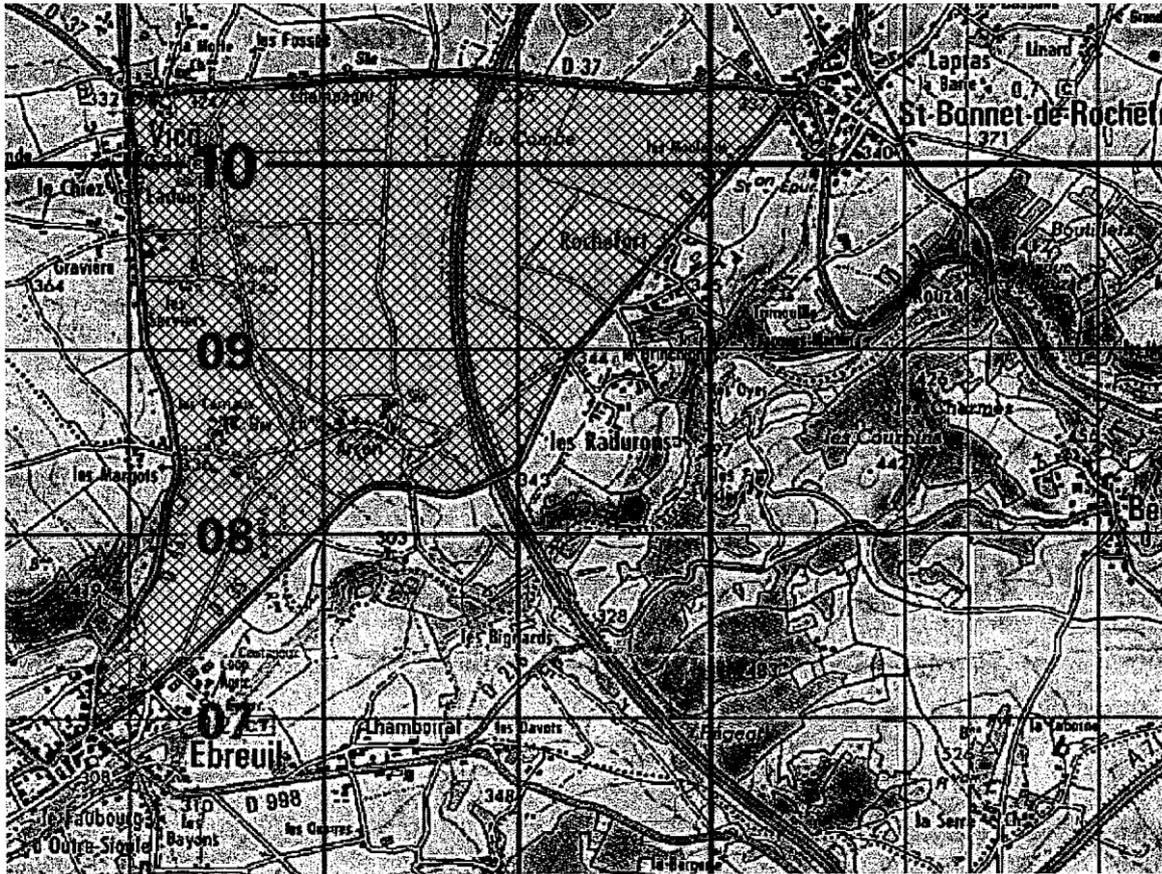
During task briefing competitors received a printed Task Data Sheet.

Excerpt of printed Task Data Sheet regarding Task 6:

TASK Nr. 6, MAXIMUM DISTANCE (XDI)

- | | |
|---|---------------------------|
| 1. Marker colour | - |
| 2. Task order | in order |
| 3. Marker drop | - |
| 4. Marker Measuring Area (MMA) | - |
| 5. Scoring period, scoring area and/or scoring airspace | 1030, entire contest area |
| 6. Task data R15.17.2 | MapA |
| a. Description of scoring area(s) | |
| b. Reference point | 1583 / 1780 |

Sketch MapA printed (greyscale) on reverse side of task sheet



During task briefing the Event Director verbally informed the pilots that the precise borders of the scoring area are published and can be downloaded from electronic notice board as electronic file (MapA.plt). Also ED verbally informed that only one entry to and one exit from the Scoring Area is allowed. The result will be determined by the first exit from Scoring Area.

The scores were published on ONB and electronic notice board as Official version 1.

Protest 1 of pilot's #13

Disagreeing with the scores of task #6 XDI, pilot #13 Anders Hvid asked in his protest (received 06:25, 04.09.2014 replied 10:00 05.09.2014) task #6 to be rescored according R12.18.1: Team # 13 would like to be scored in accordance with rule 12.18.1'

Rule 12.18.1 says:

'SCORING AREA

'Unless otherwise stated in the task data the boundary will be the inner hard surface or gravel edge of a road, the inner bank of a river, or other defined marked area.'

In his protest pilot #13 claimed that using the electronic file for scoring task #6 would be unfair because all competitors may not have access to Internet and the file was not given to pilots using USS sticks.

Jury upheld the protest and stated:

1. *The Jury requires that all competitors in Task 6 be rescored using a more precise boundary based on the Competition Map.'*

'The Jury believes that the change of color from that used for a road to any other color should be used to determine boundary, and requires the ED to use this method to determine valid scoring points for each competitor.'

Jury based its decision on the following positions that the Jury had taken to be true:

- that reference to inner hard surface of a road does not apply because the ED, on TDS and verbally, stated otherwise,
- that Map A is adequate to clearly define the roads that contain the Scoring Area,
- that Map A, and the electronic file used to create Map A (within the ED's mapping tool), is not adequate to accurately determine all competitor's results.

Argumentation

It is possible to see if markers are inside or outside the hard surface or gravel edge of a road if physical markers are used but the situation is very different when one must find if a track point is inside or outside of Scoring Area that is defined by a road as it is represented on a 1:50 000 scale map.

First of all: the road as printed on map is a 1 mm wide line which is equivalent to 50 meters in reality. Consequence: a trackpoint selected using either inner or outer edge of the road line on map is certainly not recorded in a position that is even near to the edge of the real road's hard surface. The road is perhaps 10 meters wide in reality, not 50 meters. Consequently watching the real road is not very precise guide for competitor during flight.

Second: On competition map a printed line that defines the inner side of the road covers from 10 to 13 meters in reality. When the map is used for determining whether a track point is inside or outside of road's hardsurface, there is an inherent ambiguity in scale of several meters.

Third: If scoring by this method is used two or three times for the same pilot by different scorers it is very likely that the same track point is NOT chosen each time. A 750% zoom of the electronic map shows that the road is represented by pixels of several colours. The subjective decision of a scoring official is influenced by technical parameters of the particular monitor, and to lesser extent by eyesight level and colour perception of the particular scoring official. Scoring is subjective and ambiguous.

Therefore the only precise method for determining if a track point is inside or outside of SCA is to see on which side of the digital SCA track it is. That method avoids ambiguity and subjectivity. Consequently the ED's idea was to use for scoring the 'MapA.plt' electronic file that he provided to competitors during task briefing on electronic notice board. Giving it to competitors before flight was a way to assure the pilots that this precise method will be used for scoring, not the printed MapA.

Using the electronic file as a guide for steering during flight was also much more precise method than watching the real road, which appears on map as being 50 meters wide. It is natural that the experienced competitors used MapA.plt during flight. It is also natural that they were very disappointed when the Jury forced ED to use an ambiguous, rough and imprecise method for scoring Task 6. The Event Director gave the printed MapA at Task Briefing as an illustration, not as an instrument for precise scoring.

According to the event rules the use of competition map is mandatory during the flight. It does not mean that competitors using also an electronic map and electronic files that determine Scoring

Areas are given an unfair advantage. On the contrary: discriminating against competitors who use sophisticated methods and all information provided by the Event Director would be unfair.

The Event Director's decision to use both a printed map excerpt and an electronic file for informing the pilots during Task Briefing, and to score the task by using the electronic file can not be regarded as unfair, incorrect or wrong. He used the most precise method for scoring this type of task in a logger event. By doing so the Event Director acted within the powers given to him by the Sporting Code and event rules.

The Jury decision to rescore Task 6 ignoring electronic file of MapA is wrong in several aspects:

1. Jury changed borders of SCA and thus violated jury's borders of competence (*ultra vires*). Jury began to run the event. Running the event is the ED's overall duty and a right reserved exclusively to him.

Sporting Code General Section 4.3.4.1.1 and event rule 4.1.1 say: *'THE EVENT DIRECTOR SHALL BE IN OVERALL OPERATIONAL CHARGE OF THE EVENT.'*

Sporting Code General Section 4.3.4.1.2 and event rule 4.1.2 say: *'THE EVENT DIRECTOR IS RESPONSIBLE FOR THE GOOD MANAGEMENT, SMOOTH AND SAFE RUNNING OF THE EVENT. HE SHALL MAKE OPERATIONAL DECISIONS IN ACCORDANCE WITH THE RULES OF THE SPORTING CODE AND COMPETITION RULES.'*

Sporting Code General Section 4.3.1.1 and event rule 4.3.1 say: *'MATTERS OF ADVICE, ARBITRATION OR RULE INTERPRETATION, SHALL BE THE RESPONSIBILITY OF THE INTERNATIONAL JURY.'*

2. Jury changed borders of SCA after the flight, thus contravening the legitimate expectations of competitors and the logic and the basic principle of competition, and clause 1.4 of Sporting Code that refers to the concept of fairness:

BEHAVIOUR

All participants, officials and organizers in sporting activities shall behave in a respectful, fair and sportsmanlike manner'

3. Jury violated rule 12.18.1 of the event by requiring ED to recalculate results to new boundaries defined by *'change of color from that used for a road to any other color.'*
4. Jury was right on its view that reference to inner hard surface of a road does not apply because the ED, on TDS and verbally, stated otherwise, but the Jury was wrong in its view that 'stating otherwise' consisted of ED's reference to printed MapA. The ED stated otherwise by providing the electronic file and thereby letting it be known that the more precise method for scoring will be used. — A mere reference to roads on printed map as SCA border has always been understood to mean that the 'inner hard surface' of rule 12.18.1 applies.

5. Jury overstepped the requirements stated at JURY HANDBOOK 2014

'Representation

Jury Members directly represent the FA/ and are not members of the competition operations or organization staff. Courtesy therefore dictates asking permission from the Event Director for Jury Members to enter the operations room and the scoring room during the event. Courtesy also dictates that a low profile is maintained at all times and care taken not to interfere with any of the staff or their work. It is important to remember that Jury Members walk a very fine line between

the competitors and the competition officials. You are looking after the interests of both groups. See "Jury PRESIDENT'S CHECKLIST" (Appendix G). (A2003)'

6. An additional Jury error was to choose a scoring method that is not precise and not used in Category 1 events for logger scoring. We have checked the Category 1 events of the latest 5 years and have not found a single (!) case where an electronic file of SCA was given at task briefing but after flight the results would be calculated according rule 12.18.1. After making the mistakes pointed above the Jury became a hostage of the wrong decision and being unable to recognise its own faults was bound to make subsequent erratic decisions.

Besides being wrong the method suggested by the Jury is also very unsatisfactory as a method of ranking the competitors according to their performance in the task. Zoomed detail of optimum point of SCA map is of poor resolution (see image below) and therefore it is difficult to estimate which track point is outside the boundary that was suggested by the Jury.



750% zoom of the official electronic map. The thin red line is produced with electronic file that the ED provided on electronic notice board as a precise representation of the Scoring Area.

Protest 2 of pilot's #13

In the second protest (received 18:00 05.09.2014 replied 01:00 06.09.2014) of pilot #13 Anders Hvid stated that his result is still measured not exactly. He asked his result to be rescored one more time.

Jury upheld the second protest of pilot #13 Anders Hvid, required to rescore and defined how rescoring shall be done to the new SCA. Therefore the pilots who flew to the SCA as defined by ED with it's optimum point according to provided electronic file were calculated to the new boundaries defined after the flight and as a result of this method pilots lost a lot of points (Rokas Kostiuskevicius has lost his top position and was not announced as champion).

Protests of pilot's #1 and pilot # 15

Incapable to accept the decision of Jury pilot #1 Rokas Kostiuskevicius and pilot #15 Laure de Coligny filed their protests.

Pilot # 1 Rokas Kostiuskevicius (protest received 11:44 06.09.2014 replied 14:15 06.09.2014) stated:

'I am dissatisfied with task # 6 XO/ scores because they are scored not according to the official information which I and all the pilots have got during the task briefing from Competition Director.

During the briefing we have got:

- 7. Sketch of scoring area (printed).*
- 8. Official electronic file of boundaries of the scoring area.*

This is why I flew this task using official logger for tracking and I flew looking to the official boundaries.

Task # 6 XO/ must be scored according information given on the task briefing in other case competition losing any meaning.

After the flight CAN NOT BE changed any task data given before the flight because it contradicts Sporting Code and the spirit of the competition ...'

In dealing with Rokas Kostiuskevicius' protest the Jury heard — but ignored — the testimony of the Event Director.

ED has said, that during the briefing he gave pilots both a printed sketch with boundaries of SCA MapA and an electronic file precisely defining boundaries of the SCA MapA. The file was published at electronic notice board before the task briefing. Pilot #1 Rokas Kostiuskevicius, aiming for the best result, correctly understood and performed Task 6 the way it was set during task briefing.

The electronic file was not given at the briefing. There was only a casual reference to a file available at the

The Advisor of the protester (Gintaras Surkus) asked the Jury to record the testimony of ED, but there was no possibility to check if it was done.

Jury ignored the facts provided by pilot #1 Rekas Kostiuskevicius and the testimony of ED and decided to not uphold the protest.

Pilot #15 Laure de Coligny (protest received 11:51 06.09.2014 replied 15:25 06.09.2014) stated in his protest:

"We do not agree with the results task 6.

The used method to score the task 6 was not the one announced during the briefing and on TDS. Because we aimed the best position in the scoring area, as announced from the flight director, and not the crossing of the road.

This change was done after the flight, after the first scoring. So we were not able, according to the new scoring method, to score at the best position during the flight, as many pilots.

We would like you to score as announced officially by the event director during the briefing and on the ENB."

Jury ignored the facts provided by pilot # 15 Laure de Coligny and decided to not uphold the protest.

In task 14 Jury tacitly approved the use of an electronic file

In task 14, a pilot declared Race to an Area, the ED used exactly the same method for informing the pilots at Task Briefing: he illustrated the Scoring Area with a printed map excerpt 'PD-RTA.jpg' and published an electronic file 'racetoarea_polygon.plt' that defined the area more precisely. In Task Data Sheet he made reference to scoring area only with words 'see map'. Event Director used the electronic file for scoring task 14, just as he used an electronic file in task 6 before the Jury ordered him to use another method.

There is one difference – it had no big influence for results and nobody made a protest (no complaints either) about task 14. Therefore the Jury was not compelled to take a stance. However, one would expect that the Jury would interfere with scoring of task 14 when it has expressed so strong opinions about scoring methods in task 6.

It seems that even the lesser experienced competitors had already gotten used to the standard logger scoring practice of using electronic methods built in the scoring program, or using separately published electronic files, as in this case.

Summary

Considering the factual circumstances and the argumentation presented above, Aero Club of Lithuania is solidly convinced that:

- 1. Jury who required ED to recalculate the scores of Task 6 overlooked the information given at task briefing and failed to apply the Rules and Sporting Code correctly.**
- 2. By using standard methods for scoring task XDI by logger track the Event Director acted within the powers given to him by the Sporting Code and event rules. When Jury overturned the ED's decision to do so, the Jury overstepped the borders of its competence and violated the principles of common sense, justice and fairness, overran the division of competences stated in Sporting Code and the event rules and ignored the legitimate expectations of competitors.**
- 3. As a result Jury ended up with untenable and illegal decisions, which should be abolished.**

Requests of Aero Club of Lithuania

Aero Club of Lithuania asks the FAI to:

- 1. Abolish the decisions by which the Jury defined, after the flight, new boundaries of the scoring area.**
- 2. Reconstitute the results and scores of Task 6 XDI according information given during the task briefing (electronic file of MapA to be used).**
- 3. Declare pilot #1 Rokas Kostiuskevicius holder of the title and medal of World Champion of 2nd FAI Junior World Hot Air Balloon Championship.**
- 4. Return protest fee to pilot #1 Rokas Kostiuskevicius.**
- 5. Return Appeal fee to Aero Club of Lithuania.**

Aero Club of Lithuania

President

Jonas Mazintas

IAT SYNOPSIS OF THE APPEAL:

The case is about task #6 at the 2nd Junior World Hot Air Balloon Championship (JWHABC). It was a Maximum Distance Task (XDI) where pilots should fly as far as possible within a defined scoring area (SCA). The result was measured from a reference point to the first exit point from the SCA. No physical markers were used. The exit point was measured when the track created by the on board GPS logger crossed the border of the SCA.

After the publication of the first version of the results, pilot #13 complained and later filed a protest. He claimed that his result was not measured exactly to the borders of the published SCA.

The jury upheld the protest and directed the Event Director (ED) to re-score more accurately all pilots in task #6 and to use the SCA on the competition map published as a map copy on the Task Data Sheet (TDS). This map copy was called MapA. The jury further directed the ED to use the edge of the road surrounding the SCA on MapA as the scoring area borders. More precisely, the jury determined that the SCA borders were defined as where the colour on the map changed from any colour to the yellow colour used to represent the road.

After the re-scoring, pilot #13 was still not satisfied with his result and filed a second protest claiming that the re-scoring was not accurate enough.

(A majority of the results were very close together, so it was very important to measure the coordinates of the exit points from the SCA with great precision.)

The jury again agreed with the protesting pilot and directed to re-score all pilots in the task a second time. The jury issued more detailed instructions on how to find the exit point coordinates.

The task was again re-scored

(In each re-scoring, all pilots results changed but with various amounts. Therefore the relative results changed, the pilots ranking in the task changed and also the competition points for each pilot changed. It was therefore essential to measure the coordinates with the best possible precision.)

Then pilot #1 and pilot # 15 both filed protests about the scoring of task #6. They both claimed that the jury had directed the wrong SCA had been used after the first protests and in fact had been changed by the jury. They demanded to be scored to a file with a line approximately following the roads surrounding the SCA. This file, mapA.plt had been published on the Electronic Notice Board (ENB), a website maintained by the ED.

The jury denied both protests.

After the event the Lithuanian NAC filed an appeal to the FAI.

The appeal is dated October 28, 2014. The appellant has further explained their position and added arguments in mails of March 30th, March 31st and April 14th, 2015. These arguments have been considered, and Appendices 15 and 16 have been added to the List of Facts as requested by the Appellant.

IAT COMMENTS

The definition of the Scoring Area.

The recording of the task briefing verifies that the SCA was defined by reference to the roads figured on the competition map (MapA) and highlighted by a thick mark and not by reference to the electronic file (mapA.plt). The Event Director made this definition once in writing on the Task Data Sheet and twice verbally during the briefing. The ED also mentioned the electronic file, but not as a definition of the SCA. The scoring method was not mentioned. See appendix 16.

Rule 8.8 of the Event Rules specifies that task data shall be given to competitors, preferably in writing. Giving task data by reference to a web site is not mentioned. In this case, the Internet access was not reliable and the ED had no way to ensure that all competitors had downloaded the electronic file. It was not even mandatory to have the technical equipment for downloading anything from a website.

The appellant has mentioned that mobile phone with a French SIM card was mandatory. This is regulated in rule II.10. That rule deals with the recall procedure and minor task changes by SMS. Experience has shown that messages can be much delayed if competitors do not have the national SIM card.

Having a French SIM card does not mean that Internet connection is possible and no message about the Scoring Area was sent by the Event Director by SMS.

The Jury did not define new boundaries of the Scoring Area. The Jury directed the ED to use the definition given at the briefing.

Authority of the International Jury

The appellant has questioned the Jury's authority to change decisions by the Event Director. References have been made to a specified text in the CIA Jury Handbook appendix and to rules 4.3.2.4.1 and 4.3.2.4.2 in the General Section of the FAI Sporting Code.

Neither of these references are relevant for this case.

The Jury Handbook (JHB) is not a rule book. It is what in EASA language is called AMC, Acceptable Means of Compliance. In other words, suggested and approved methods to comply with the rules and regulations for an event. The text quoted in the appeal from the JHB is misunderstood. It is found in the main body of the handbook, chapter 3.1 and deals with behavior, attitude and courtesy when approaching competition officials and competitors. It has nothing to do with jury authority and does not at all limit this authority or power.

The references to the General Section rules define the duties and responsibilities of the Event Director. Nothing in these rules limits the authority of the FAI International Jury.

The duties and functions of the International Jury are described in chapter 4.3.2 of the General Section.

The jury members are not competition officials, they are FAI officials. Their duties are to look after the interests of all competitors and officials and to monitor the conduct of the event. The Jury President has the right to require the Organizer to abide by any relevant rule and regulation for the event. The Jury President even has the right to temporarily stop an event and also to terminate an event.

Even if the jury did not change the definition of the SCA after the task they would have had the authority to do so.

IAT DECISIONS

The FAI International Appeals Tribunal decides that:

- 2. That the jury decisions on the four protests were correct and according to the rules and regulations valid for the event.**
- 3. That the final results and scores of task #6 were in accordance with information at the task briefing and remain as in the final results of the event.**
- 4. That the final ranking of pilot #1 remain as in the final results of the event.**
- 5. That the protest fee of pilot #1 shall not be returned**
- 6. That the Appeal fee shall not be returned to the Aero Club of Lithuania.**

COMPLETION OF THE TRIBUNAL'S WORK

The Report and Conclusions of the Tribunal was issued on April XX, 2015, and distributed to all relevant parties as well as to the FAI Secretary General, the CASI President, and the CIA President. The complete Appeal file, comprising the elements listed in the final "List of Facts" has been transmitted to the FAI Secretariat. Note: in addition, all the elements of the List are also in the possession of each relevant party.

DECISION ON THE APPEAL DEPOSIT

In view of the fact that the Appeal was denied on all counts, the Tribunal decides that the Appellant's deposit of CHF 2,000 is to be forfeited, and retained by FAI Secretariat.

APPORTIONMENT OF COSTS

The Appeal process has not generated any costs – none were incurred by the Tribunal nor by the Tribunal members. The FAI Secretariat has not been involved, and the appeal has not generated any costs to FAI centrally. Consequently, there are no costs to be apportioned.

APPEAL TO THE COURT OF ARBITRATION FOR SPORTS (CAS)

The Appellant may appeal the decisions of this FAI Appeals Tribunal to the Court of Arbitration For Sports (CAS) in Lausanne in accordance with the provisions of the Code of Sports-related Arbitration. The appeal must be filed within 21 days of the communication of the written decision.

CLOSURE OF APPEAL PROCESS

This closes the work of the FAI International Tribunal on the Appeal by Lietuvos aeroklubas on the 2nd Junior World Hot Air Balloon Championship at Vichy, France. August 31 to September 6, 2014.

April 15th, 2015

For the FAI International Appeals Tribunal on the 2nd Junior
World Hot Air Balloon Championships, Vichy, France, 2014



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Eilif Ness, IAT Chair

Documents used in the handling of this appeal:

FAI Sporting Code, General Section. Version 2, October 2013
FAI Sporting Code, Section 1. Version March 2014
The CIA approved rules for the event. Version April 2014
The CIA Safety Handbook. Version March 2014
The CIA Competition Operations Handbook. Version 2014A, April 2014
The CIA Jury Handbook. Version 13/2014, May 2014

List of appendices:

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