



**FAI Hang Gliding & Paragliding Commission (CIVL)**  
**CIVL Plenary Meeting, Panajachel Guatemala**  
**18th – 20th February 2004**

CIVL was welcomed by Giovanni Vitola, the President of Asociacion Nacional de Vuelo Libre de Guatemala and Dr. Julio Quevedo, Secretary of the NAC of Guatemala.

**1. Opening of the meeting**

Olivier Burghelle thanked Giovanni Vitola for the organization and Dr. Julio Quevedo for hospitality. Silence was observed for the 3 pilots who died in competitions this year.

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

The roll call of delegates followed with the following countries present or represented by proxy.

Australia, Austria, Canada, Croatia, Czech Republic (proxy to Slovak Republic), Denmark, Finland (proxy to Iceland), France, Germany, Guatemala, Iceland, Japan, Korea (proxy to Japan), Latvia (proxy to Lithuania), Lithuania, Netherlands, New Zealand (proxy to Australia), Norway, Romania, Serbia and Montenegro, Slovak Republic, Spain, Sweden (proxy to Denmark), Switzerland (proxy to France), Turkey, UK, USA.

Total : 27 votes ( 14= simple majority, 18 = 2/3 majority)

Olivier Burghelle also welcomed observers from Costa Rica, El Salvador and Honduras.

**3. Declaration of conflicts of Interest according to the FAI document in (Annex 1)**

None were declared.

**4. Approval of the Agenda**

Approved

**5. Approval of the minutes of last meeting**

Approved

**6. Report of CIVL President**

See attached. It was warmly received

**7. Report of FAI Secretary General**

Max Bishop gave an address. He introduced Pierre Portman as the new FAI President. Although originally Swiss, he has lived in Paris for forty-five years. A power pilot, his first priority was to upgrade FAI's standing at ICAO (International Civil Aviation Organisation).

Two new members have been elected to the board of FAI - BJ Worth, legendary in the parachuting world and Jurek Makula, six times world aerobatic gliding champion, who is still active in competitions. FAI are celebrating 100 years of existence in 2005. He reminded competition organizers they must include the new FAI logo in any event material and merchandising.

Max Bishop concluded his remarks by stressing that the CIVL had one overwhelmingly important item on its agenda, namely improving safety in CIVL competitions. There had been three fatalities in one year, whereas in recent years he could only remember one other international competition fatality in all the other airports. It was not acceptable to have even one fatality and the board of FAI was looking to CIVL to take urgent measures to address this problem.

## **8. Review of the 2004 Championships:**

### **a. World HG Female and Rigid Championship in Greifenburg Flip Koetsier**

Flip Koetsier, as one of the stewards, gave the address as the Jury president was not present. He thanked Wolfgang Sattlegger and his helpers for all their hard work; they made it an excellent contest. Meteo was extremely well forecast by Robert Haspl from Klagenfurt. Problems were:

- Class 2 was only validated by pilots in Class 5 flying in Class 2 to achieve the numbers needed for a valid championship.
- Scoring of stopped tasks: if these tasks had been scored, they would have accurately reflected the ability of the pilots. The stewards requested the Hang Gliding Standing Subcommittee to reconsider the scoring of stopped tasks.
- There were two parachute deployments in Class 1 due to turbulence, one in Class 5, one accidental partial deployment in Class 2 in a take off accident. There were no major accidents to the Class 1 pilots. The Class 2 accident was serious, with a broken leg, severe bruising and burns caused by the parachute rocket. The helicopter and medical attention was very quick.
- Class 5 pilots were using significant amounts of ballast, this appeared to present no problem at take-off but several untidy landings may be due to ballast. The steward asked CIVL to consider limiting ballast.

### **b. 1st Asian PG in Korea: Leonard Grigorescu**

This was the 1<sup>st</sup> other continental championships besides the Europeans. The organisation was very enthusiastic with Xavier Murillo and Christian Quest in the organisational team. The weather was not helpful but there were 2 tasks. Take offs used were in a natural reserve which had taken a lot of work to prepare. One take off was very dangerous but was not used. Although it was successful championship with two tasks, there was a problem with the WPRS as it would not be valid with only two tasks so Bureau had to make decision to award points as for Cat 2 event.

Although at the moment there is no bid to run another event, it may still be possible to run a 2<sup>nd</sup> in Linzhou in 2006. The Chinese Federation has yet to decide. If no bid is forthcoming by the World Champs in Brazil, there will be no 2<sup>nd</sup> Championship in 2006. OB asked the Plenary if they would empower the Bureau to assess whether the bid is satisfactory. Stewart Midwinter queried whether safety could be assessed without being reviewed by the Paragliding Standing Subcommittee. Stewart Dennis asked if the PG SC would be able to

evaluate it. Scott Torikelson said Agust Gudmundsson had done a thorough evaluation of the safety of the site and it was available on the web.

Passed unanimously. (It has since been decided that the Chinese will not run this championship in 2006)

**c. Euro HG in Millau: John Aldridge**

The full jury report has been on the FAI website for several months. Millau was very well organised. Richard Walbec produced a well-run competition with lots of good staff who looked after everyone well. However, there was a fatality on the 1<sup>st</sup> task and an undesirable number of accidents on subsequent tasks. Despite having two Meteo France people on launch, they had difficulty forecasting accurately at low flight levels as the local topography affected conditions much more than at the scale they were accustomed to forecasting at. An additional problem was that the goal was sometimes higher than the take-off area. An active safety committee provided good input into task setting but there were still accidents, and a number of proposals have come out of it. It was good for individual flying, but whether it was good for that number of pilots will be left to future consideration.

**d. Euro PG in Kalavrita: John Aldridge**

This competition was again marred by a fatality. Again it was very well organised, with a good number and standard of staff. There were problems that CIVL should learn from. The original organiser withdrew and a complete new organisational team came in. There was then a problem with NATO security because of the Olympics, so the dates changed from June to October with the attendant different conditions. The practice competition was not able to fly any tasks due to bad conditions. This did not provide either the organizers or the pilots with the usual opportunities to try out tasks or for the safety committee to gain information from flying in that area at that time. The Meteorologist gave regular information on the possibilities of lee side turbulence and of strong valley winds to assist the pilots in flight planning. Potential problem areas in competition planning have been and our guidelines are being reviewed. Sadly there was a fatality during the fourth task. There is currently an aviation authority investigation into the fatality. Some factors will always remain uncertain: the pilot fell 400m, there were no close witnesses, so it is not known if he tried to pull his reserve. The accident happened in an area where other pilots encountered heavy turbulence. There is no information on when the report will be produced, and CIVL realise the Spanish authorities want more details.

**e. World HG in Hay: John Aldridge**

The Jury report is not yet on the website though it has been sent in. Although we have had fourteen World Championships to practice on, it didn't appear to show. There were two main factors to give the organisers problems. The first is the plenary decision last year to change the aerotowing arrangements to a pooled towing system run by the organisers. John Aldridge felt that if this was a problem, the organisers should have withdrawn. The effect instead was that the main organiser, Rohan Holtkamp became uncooperative with CIVL officials: for example the local regulations were very slow to be published let alone changed. Also John Aldridge, Flip Koetsier and Jim Zeiset drew those problems to the attention of the local aeroclub and the CIVL bureau too late. In addition the general manager of the Australian federation changed over this period. It was a poorly organised championship: for example there were inadequate briefings for team leaders, made by radio and no written briefing: it

was only on the 2<sup>nd</sup> day there was a task board. The competition was run like an Australian Cat 2 event, and the organisers failed to realise these standards would be inadequate for Cat 1. There was a fatality on the 3<sup>rd</sup> task on launch which is still under investigation. The pilot concerned had disregarded advice given and there may be factors on both sides contributing to it. There were also a few minor accidents. The competition staff were not briefed on FAI Cat 1 standards. On one task, goal was moved 1.74 kms from where it was briefed, so there were two protests that could not be resolved under current rules and a day was declared invalid. This was great shame as there was lots of good flying on that day.

Hay was also a test competition for a representative jury. John Aldridge has been a strong proponent of this to reduce the cost of competitions. There were two major problems:

- The first was to find sufficient people to be on the jury, as most of the suitable people were involved with teams, some driving long retrieves, who then had to come to jury sessions.
- The 2<sup>nd</sup> has been a problem within other airsport commissions – that jury members nominated by national teams can come under pressure or abuse because of the decision they made. The teams who nominate these jury members expect them to vote along national interests rather than fairness. All other airsports have abandoned it.

Rudi Berger asked if there would be any consequences to the organizers of Hay for failing to provide the proper standards or lunch packets. John Aldridge confirmed that lunch packets are optional and added that the HGFA will have to accept criticism from the Plenary and CIVL will have to learn from it, but there are no other penalties to be made.

#### **9. CIVL proposal to CASI to change the wording of the GS 8.1.3.6.1 and 8.1.3.6.2 (Annex 14)**

This concerns the three year ban from Category 1 events for pilots who change nationality. Passed with one abstention.

#### **10. Aerobatics Working Group report and proposal (annex 9): Olivier Burghelle**

Attached as an annex.

Olivier Burghelle presented the report. He also requested reimbursement for production of an aerobatics manual.

It was unanimously approved.

Dennis Pagen reported the Hang Gliding Standing Sub Committee reviewed the Hang Gliding aerobatics rules and they were agreed.

#### **11. Hang Gliding Standing Sub committee report and proposals (Annex 4): Dennis Pagen**

Dennis Pagen, as chairman of the Hang Gliding Standing Sub Committee presented the report. All attendees email addresses were collected and they were asked to contribute to the workings of the Standing Sub committee throughout the year.

The report was read point by point, there were small amendments made, and it was passed unanimously with reservations for parts to be discussed later (Safety and training). The next day the Safety Director, Danish proposal, Mandatory flight reports, Nordic proposals and Cat 2 bids were slightly amended, voted on and passed. For clarity, the Standing Sub committee minutes only show the amendments.

Koos de Keijzer made a short report after having evaluated the Slovak bid, John Aldridge did the same for the US bid.

**Action: John Aldridge, Koos de Keijzer, Klaus Tanzler, Paula Howitt**

**12. Paragliding Standing Sub committee report and proposals (Annex 5): Xavier Murillo**

Xavier Murillo presented the report.

The report was accepted with one abstention.

**13. Paragliding Accuracy Standing Sub committee. (Annex 8): Louise Joselyn**

Louise Joselyn presented the Paragliding Accuracy report. Olivier Burghelle raised the motion seconded by John Aldridge to approve the report, except for a budget for training judges (the budget will be announced Sunday and subsequently added to the report).

Unanimously adopted.

**14. Presentation of bids: (Annex 11)**

Bids were presented from Slovakia and USA for the Hang Gliding Worlds 2007: Manilla and Austria for Paragliding Worlds 2007: Lithuania for the Paragliding Landing Accuracy Worlds2007. (Croatia was absent)

**15. Record, Badges & Flight verification Standing Sub committee report & proposal (Annex 6): Scott Torkelsen.**

Scott has not been replaced but he has delegated responsibility to Oyvind Ellefsen for GPS verification.

Stewart Midwinter presented the inequalities and unrealistic targets of existing badge requirements. A more achievable set of requirements is proposed. Verification by the OLC (online contest) will be accepted. The badges issue must be advertised to more pilots by delegates, the OLC and NACs. S7D has to be updated, including the application form for badges. Observers will no longer be required for badge flights. The procedures for Records verification have also been revised so a barograph is no longer needed, only a 3D GPS although a flight recorder or older GPS and barograph is still allowed.

Proposed by Scott Torkelsen 2nd by Flip Koetsier. Carried

**Action: Stephane Malbos**

**16. Safety & Training Standing Sub committee report and proposal (Annex 7): Klaus Tänzler**

There has not been a separate meeting of the Safety and training committee because safety was made a priority in both the Hang gliding and Paragliding Standing Sub committees. Other work has been done, especially in Europe, see the website [www.ehpu.org](http://www.ehpu.org)

Delegates are asked to provide the addresses of their safety and training officers.

It has been brought to Klaus' attention that the IPPI card needs revision.

The text concerning a Safety director in the Hang gliding Standing Sub committees minutes was amended.

The Safety and Training Standing Sub committee is to define what is an accident and what is a serious accident, and this will be included in the Jury handbook.

**Action: Klaus Tanzler & John Aldridge**

Fred Wilson presented a paper about accident statistics, search and rescue techniques and an accident report form. He then showed the online database of accident reporting. It was decided not to pursue a separate accident database as there are already at least three in

existence and several European nations are using a common one which is also available for other nations on request. Klaus' report was unanimously accepted with the exceptions of rewording the Safety Director (which was further amended).  
The requirement for a mandatory flight report was amended and passed.

### **Sunday 20<sup>th</sup> February 2006**

A roll call was made, it was the same as yesterday.

#### **17. Environment Olivier Burghelle will report.**

Olivier Burghelle reported from the FAI General Conference. A budget will be needed for this soon. It would be good to have a representative of Hang Gliding or Paragliding in this commission. Riikka Viikuna has been doing it but she is no longer available. Flip Koetsier should contact Olli Borg to see if he will take this on.

**Action: Flip Koetsier**

#### **18. Danish Proposal (Annex 3)**

Withdrawn

#### **19. Nordic countries proposals (Annex 10) In pdf 1 to 6 at the end of the annexes list**

Withdrawn but considered in Standing Subcommittees, see also minute 24. It was voted to change Section 7 to read: S7 "The purpose of the championships is to provide safe, fair and satisfying contest flying in order to determine the world or continental champion in each class, and to reinforce friendship among pilots of all nations."

#### **20. French Proposal (Annex 23)**

Covered in Standing Sub committees

#### **21. Austrian proposals (annex 19)**

Covered in Standing Sub committees

#### **22. WPRS report**

Bureau proposal to reduce the gap between Category 1 and Category 2 events in the competition validity factor.

Covered in Standing Sub committees

#### **23. Italian Proposals (Annex 12)**

Covered in Standing Sub committees

#### **24. Amendment to the CIVL Internal rules: Proposal 6 of the Nordic countries (annex 10)**

Last year the treasurer was requested to have detailed financial reports three weeks before the plenary meeting. It was done this year, it was posted on the internet, the NACs were informed NACs and it was posted on CIVL info.

Stephane Malbos pointed out that if the past year budget is accurate, the provisional budget is subject to changes as there is a Bureau meeting right before the Plenary.

The proposal passed unanimously and the Internal Regulations will be amended accordingly.

**Action: John Aldridge**

**25. CIVL proposal to the FAI General Conference to change the name of the Pepe Lopez Hang Gliding medal (Annex 17)**

A letter was sent to the Brazilian NAC which raised no objection to the proposal to change the name to "The Pepe Lopez Medal". It is available to be awarded to Paragliders as well as Hang Gliders. The proposal was unanimously accepted and will be sent to the FAI Secretariat to be put forward at the next FAI General Assembly.

**Action Flip Koetsier**

**26. Section 7 sub committee report and proposal (annex 18): John Aldridge**

At the Bureau meeting in Pleguien we spent a day discussing safety. Various proposals to enhance safety were agreed and the revised Section 7 published with the agenda reflect these. Another outcome affects the bid process, to require bidders to fill out a questionnaire to be provided in written format to all delegates. An additional section has been included to cover Category 2 events and other changes agreed by the Bureau were included.

**27. Jury and Steward hand book in annex 27.**

John Aldridge will incorporate relevant changes made by the Plenary.

**Action: John Aldridge**

**28. Award of the 2007 Championships, signature of the organiser agreements**

USA (Big Spring) was awarded the World Hang Gliding Championship, 14 votes to 13

Australia (Manilla) was awarded the World Paragliding Championship, 23 votes to 4.

Lithuania was awarded the World Paragliding Landing Accuracy 24 votes in favour and 3 abstentions.

Switzerland (Villeneuve) will organize the first Hang gliding and Paragliding Aerobatic World Championship.

The winners were congratulated and the unsuccessful bidders were thanked for their efforts and encouraged to submit bids again in the future.

**29. Future of the World Air Games (WAG)**

Max Bishop reported that several bids were received but eventually only the Polish bid was pursued. Unfortunately in the end it proved not possible to confirm a WAG 2005 in Poland. FAI was left in a difficult position as it breaks the four year cycle. At the Madrid conference 2004 a proposal was forwarded to delegate responsibility to a commercial enterprise but there was no majority support yet to give the rights of the flagship of the FAI to a commercial enterprise. The board is considering the way forward, under the leadership of BJ Worth, perhaps with a series of smaller test events where one will eventually be of sufficient merit to develop into a WAG. It is not sure when the next WAG will be.

**30. Treasurer report and Budget.**

Report attached. Following a delegate request in Sinaia the treasurer's report was sent to the delegates before the end of January (three weeks before the meeting)

The provisional report made in the Bureau meeting in November has been changed following the Bureau meeting three days ago.

John Aldridge pointed out that the Bureau proposed abandoning agreed increases to the maximum sanction fees; these are to remain at 8000 CHF for World Championships and 5000 CHF for Continental championships.

After the Bureau decision to revitalise badge flights, provision needs to be made for a new design and new moulds.

The budget was discussed and passed unanimously

**Action: Stephane Malbos, Bureau**

### **31. Guidelines for Presentation of bids**

The changes established at the Bureau meeting were made to emphasise safety when the bids are presented. Paragliding Category 1 bids have to be approved by the Standing Subcommittee with regards to safety to be accepted as Bids. To be approved, the organiser must have experience of organising safe and successful international competitions.

### **32. Section 7 Sub committee report and proposal - John Aldridge**

The amendments were posted well in advanced on CIVL info and FAI web site.

All proposed changes were unanimously approved

### **31. Awards:**

#### **Hang Gliding Diploma**

- We received a nomination from Korea to award the Hang Gliding Diploma to Mr SONG Jin Seok

- We received a nomination from Slovakia to award the Hang Gliding Diploma to Mr Marian ZI MA

By a majority the Hang Gliding Diploma will be awarded to Mr SONG Jin Seok. It will be awarded at the general conference in Paris.

**Action: Flip Koetsier**

#### **Pepe Lopez Medal**

The Bureau proposed the Plenary to nominate Philippe Broers for the Pepe Lopez (Hang Gliding) Medal. The citation was published as part of the agenda items. The Bureau asked for Philippe Broers' brave actions during the European Championships to be recognised.

It was unanimously agreed to award it, the Bureau will find a suitable place to present it to him.

**Action: Bureau - Flip Koetsier**

### **32. Elections**

Olivier Burghelle was made President of Honour by acclamation and to warm applause.

Mr Max Bishop also announced that the FAI President has proposed to award Olivier the title of Companion of Honour. This will be put to the FAI general conference for approval.

He was presented with a book and book holder from present and past Bureau members and warmly thanked with many speeches.

Flip Koetsier was the only nominated candidate who accepted to stand as President so he was elected and congratulated.

There were five candidates nominated as vice presidents. The votes were: John Aldridge 21, Jim Zeiset 16, Agust Gudmundson 19, Scott Torkelsen 22, Giovanni Vitola 11.

The vicepresidents are: John Aldridge, Jim Zeiset, Scott Torkelsen and Agust Gudmundson.

Leonard Grigorescu was re-elected Secretary.  
Stephane Malbos was re-elected Treasurer.

**33. Dates and venue of the next meeting**

Proposed dates for Plenary 2006 is 10-12 February.

Turkey made an interesting presentation to host the 2006 Plenary meeting. It was narrowly defeated in a secret ballot so the venue will be the default one of Lausanne, Switzerland.

**34. President closing remarks**

Olivier Burghelle thanked everyone for their efficient working. He will not finish right now, as he will stay involved with the selection for Brazilian meet, and in the organisation of World Aerobatics Championship.

Flip Koetsier made a short speech thanking everyone for their support. He stated his aim as safety first, then a better communication with the pilots. He looked forward to working with the Bureau and the delegates.

The CIVL Bureau meeting will be the 28-30th October 2005.

## **President report to CIVL**

### **CIVL activity**

When I took over in Sintra in 1998 after one year of acting President, CIVL was only involved in Hang Gliding World Championships and European Championships, Paragliding World Championships and European Championships, the World Air Games (WAG) which was an additional Cross Country category 1 event and the World Hang Gliding Series (WHGS) including Cross Country, Aerobatics and Speed Gliding.

Since that time things are evolving very fast.

The WAGs, after the 2nd edition in 2001, it proved to be much too big for the FAI National Aero Clubs resources, so it has been decided to study much smaller but media friendly WAGs based on new formats. CIVL and especially myself, spent much energy in developing adequate formats. The process is stopped at present but could be resurrected sooner or later. We have been developing a World Pilot Ranking System (WPRS) based on category 1 and category 2 events, this WPRS is particularly important for Paragliding as it is used to determine the team size for a World meet and also is used for Pilots' selection.

With the development of the Cat 2 events in Hang Gliding the Cross Country format of the WHGS became redundant and was abandoned.

There has almost never been aerobatics events in the WHGS.

The speed gliding format was more successful for a couple of years and resulted in the First Speed Gliding Championship organised by the Greeks. The activity is now a bit sleeping due to a lack of organisers, but it should start sooner or later.

Aiming at more media friendly events, in PG various formats of Accuracy have been developed: Paragliding Accuracy that is now well structured thanks to Riikka Vilkuna and Louise Jocelyn and Dune flying which is now sleeping. We are going to run the 3rd edition of the World Paragliding Accuracy Championship.

Aerobatics in PG has been developed as well with a world tour and the First World Championship in 2006.

As well facing the demand of more cat 1 event overseas, the 1st Asian Championship has been run in 2004. We have had some difficulty to find an organiser for the 2nd edition in 2006 but if 2006 fails, certainly 2008 will see an other Asian or perhaps Combined Asian-Oceanian Championship.

I believe the two American continents should soon realise that they need their own Continental championship as well.

Facing these new developments thanks to John Aldridge, Section 7 has been divided into 4 subsections.

All these developments required a lot of work from the volunteers who accepted to take part and I would like to thank all of them.

### **Safety**

In spite of all the efforts, Safety is a field where we failed, particularly this year with 3 fatalities in Cat 1 events.

The Bureau felt that it was necessary to spend a full day in November to investigate all the directions where we could improve safety. The result is to be found in the Bureau minutes.

In parallel the Nordic countries made a good contribution that has been forwarded to the Standing Subcommittees for analysis, comments and eventually proposals to the Plenary.

## **PWCA**

The World Cup tour has now been successful for more than 10 years. I withdrew last October and my Successor is Christian Quest. There have been rumours circulating on the intentions of the World Cup not to continue the co-operation with CIVL. I wish to kill this kind of rumour. We recently had a meeting in Lausanne together with Max Bishop, Secretary of the FAI; Christian Quest and myself to update the Memorandum of Understanding that was 10 years old.

Here is the new one

### **Memorandum of Understanding**

This memorandum of understanding replaces the one signed in 1995 between CIVL and PWCA

It has been agreed between CIVL and PWCA the following:

- By default, Paragliding World Cup events are FAI category 2 events
- To participate to a Paragliding World Cup event, a pilot must hold an FAI sporting licence issued by his NAC to represent his country and have his result being taken into account by CIVL.
- CIVL and the PWCA will try to harmonise as far as possible their competition rules.
- The CIVL President (or his deputy) is invited to the PWC General Assembly and the PWCA President (or his deputy) is invited to attend the CIVL Plenary sessions. To facilitate the co-ordination between both associations CIVL President (or his deputy) can also be invited to PWCA Committee meetings and PWCA President (or his deputy) can also be invited to CIVL Bureau meetings.

18th of January 2005

Olivier Burghelle

CIVL President

Christian Quest

PWCA President

Here is the original that I am giving to the CIVL Bureau and I urge the new team to always keep it in mind to avoid conflict.

### **Selection process for the Brazilian World meet**

This process went well thanks to the good co-operation with Chico Santos the organiser. I wish to thank Xavier for his brilliant idea to use the WPRS top 1000 rule. It works for 90% of the pilots. Controlling 2 flights for 10 % of the pilots is not a big workload. The heavy work consists of sending reminders to the NACs to remember the deadline. We didn't grant any exemptions. I would mention as well that some pilots tried to find some host countries like Guatemala or Paraguay to enter the meet against the Rules.

However there is an important point that I wish to address to the PG subcommittee. The team size rule decided in 2000 has been working quite well up to now. With the reallocation system, until the Portuguese Championship, we could provide all the slots requested by the various countries. Now I believe, with the growth of the sport and the improvement of the pilots skill in new coming countries, this rule has to be reviewed. In Portugal 22 countries competed compared to 44 in Brazil.

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As well the female pilot's competition experience is improving and in Portugal only 22 pilots qualified. In Brazil 33 female pilots qualify.

All in all we only have been able to reallocate 14 slots that was not enough to satisfy all the NAC wishes. 7 places have been reallocated to female pilots and 7 to male pilots.

I think next year we should already try and find a solution for the 2007 World Championship.

### **Communication**

There is a communication problem and I recommend the new team to accommodate the present system to make it more useful without overwhelming the users mail boxes. Since I am stepping down, I am not going to give my personal input.

### **Subcommittees way of working**

There is a feeling that some subcommittees do not work as they should do all over the year. My feeling is that the Chair of each subcommittee has to organise his way of working within his sub committee/ Working Group. It could be physical meetings, it could be as well through e mail. Only one working session just before the Plenary is not enough.

We decided 2 years ago that the Chairs of each SC and WG should produce a progress report to the CIVL Bureau and this should be done 1 month ahead of the Bureau meeting which usually takes place in October or November. The aim is to prepare the next agenda of the Plenary meeting and get some proposals from the SC/WG..

The Bureau suggests that the Chair person of each subcommittee collects the address of all the interested pilots provided they have their delegate approval. They should as a minimum work through e mail to produce the requested progress report by the dead line.

Facing the impossibility for the PG subcommittee to submit the final amended version of S7 B in time, the Bureau decided to appoint a Working Group chaired by Leonard including but not limited to Scott, August, Yoshiki and eventually Xavier if he has time to produce by the end of September a modified S7 B for the Bureau study in Autumn.

Since it's too late for the Brazilian meet we still will use the present S7 B and will have enough time to adopt next year a new updated S7 B

## **Centenary Air Games**

During the last FAI General Conference our Polish friends who applied to run the World Air Games stated that they wished to run a special event to celebrate the FAI centenary. A kind of mini World Air Games that I called Centenary Air Games. A few commissions showed their interest and Flip and I decided that it was interesting to participate in this project. In October I have been visiting in Poland the sites where they intended to run this event.. My report can be found as an annex of the Bureau minutes.

Since that time the FAI President has been visiting Poland, but nothing concrete went out, I only can say that apparently only CIVL took an active role in this project. Perhaps Max could give us some more information.

## **New Software**

Those who have been reading in details the last Bureau minute could notice that the Bureau wished to revert to the idea of investing money to develop and maintain a new software with Ivan Twose to control flights, produce the results, maintain the various WPRS etc.. The project was given to Angelo who gave specifications to Ivan that was not corresponding to our needs. The proposal has been put aside for a certain time and I was tasked to contact Ivan to do some progress but without more elaborated specifications it would have been useless. The Bureau finally decided to create a Working group chaired by Stephane including the interested people: Paula, Angelo, Christian Quest, Stein Tor Erik and Ivan to define the specifications of our needs. It has been recognised that this WG needed a small budget to perform this task: The aim is to send to the Bureau by the end of September a proposal for for the Bureau.

## **Hand' Icare**

FFVL has developed since a couple of years training courses for disabled people. For that purpose specific chairs have been developed and are now commercialised.

FFVL proposes to exchange its experience in that field with all the associations that might be interested.

The contact person is Jeff Fauchier: [jeff.fauchier@laposte.net](mailto:jeff.fauchier@laposte.net)

Before closing my report I wish to insist on the fact that concrete measures concerning safety have to be taken if we don't want to see our Cat one events being prohibited:

As already told last year, I will not be available for re-election but all the other Bureau members are standing for re election and I wish you to be prepared to nominate at least one delegate willing to step in the Bureau to replace my vacant post.

I have been very pleased to serve for a couple of years and I wish to express my warmest thanks to all the Bureau members who helped me

## **HG Competition Sub committee:**

**1 Full co-operation between the Steward and Jury president: Jury handbook**  
The only person who has authority to stop the competition is the Jury President. The steward should work closely with the Jury President to bring to their attention any points that may require action especially regarding safety.

**2 Information of conditions in flight with 3 pilots in the safety committee: S7**  
Already in HG S7

**3 Safety Director : S7**  
A separate safety director (with no other responsibilities) must be nominated by the organisers and accepted by the CIVL Bureau. A review of the suitability of the Safety Director should be made by the Steward after the pre-meet. The bureau may require a replacement Safety Director.

### **Safety Director responsibilities**

The Safety Director is responsible for monitoring all aspects of safety. These include but are not limited to: windspeed, the presence of thunderstorms and other potentially dangerous meteorological conditions. Further duties are to monitor in-air crowding at take-off, the presence of dangerous air traffic. He may also prevent pilots launching with unsafe equipment.

The Safety Director has the responsibility to attend the task advisory committee, monitoring the setting of goals, routes. The Safety Director shall attend the safety committee and accept input from the Safety Committee. The Safety Director shall collect the accident reports and discuss the accidents with the Steward and present the conclusions at the pilot briefing. He is also responsible for checking that all pilots have reported back.

The Safety Director may stop a task at any point for reasons of safety. Any decision taken by the Safety Director will be reported to the Jury President.

### **Safety Director qualifications**

The Safety Director must have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.

This was accepted unanimously.

**4 Safety Brief mandatory for all pilots: S7 see as well Annex 16 drafted by Dennis.**  
Recommendation is this is included in both S7A and S7B.  
Motion from S Midwinter seconded K Tanzler that this safety briefing is recommended for Cat 2 events.  
**Action** JA to add to the Cat 2 rules

**5 Communication: Radio and cell phones: S7**  
Radios receivers should be made mandatory for all pilots.

**6 Feedback from the pilots after the task on the mandatory flight report: S7**

All pilots have the responsibility to monitor the flying conditions and should report to the Competition Director or steward directly or through the team leaders when conditions become unsafe on course. This should be done using the phrases Level 1 (safe), Level 2 (strong), Level 3 (too strong), to avoid confusion. Add to S7B, Safety Committee 2.6.4

**Action: John Aldridge**

**7 Maximum wind speed in the local regulations. Annex 3 Danish proposal**

The Bureau proposed the following amendment:

“The organiser shall include in the Local Regulations the maximum wind speed in which a task may be flown; this shall be the maximum gust speed but not that generated by a dust devil, and shall be in force for the period the task is being flown. If the figure is exceeded that task shall be stopped.

The figure for each Category 1 meet shall be agreed between the organiser and the steward prior to the practice competition and reviewed by them at its conclusion”

It was discussed at length but the practicalities of enforcing this were difficult. The Hang Gliding Sub Committee recommended to include in S7 “The Steward and Safety Director should set a maximum windspeed for the competition if it is possible. If it is not possible it is up to the Safety Director to stop the competition if it is deemed too windy” Proposed Stephane Malbos, Seconded J Zeiset.

It was amended to “The Safety Director and Meet Director have to pay attention to the windspeed and have the power to stop the task”

Motion failed 6:2

“The organiser shall include in the Local Regulations a reasonable maximum wind speed in which a task may be flown”

Voted and passed unanimously

**8 Training of officials (jury and steward) to be renewed after 3 years.**

This committee feels it is desirable that a juror or steward who has been inactive for 3 years should attend a training session. They must read the latest edition of the Jury and Steward handbook.

**Action: John Aldridge**

**9 Pilot qualification: exemptions exceptionally granted**

The Bureau recommendation was upheld.

**10 Glider documentation:** Manufacturers and pilots have been notified of the tumbling problems. Mandatory manufacturer’s authorisation for a pilot to “tune” his glider.

A letter has been sent to glider manufacturers. Solutions were discussed at length and there will be a test made by the Germans for controlling stability factors which will be discussed at the next Plenary meeting.

**11 Mandatory Emergency requirements in an annex of S7: see Annex 22**

These requirements were passed last year and they were supposed to be included in the revision of the organisers handbook. They should be added to the handbook even if the rest of it is not changed.

**Action: John Aldridge**

**Action** Koos will coordinate between doctors (Hubert and Ecki) to obtain their opinion as to what is needed – doctor or EMT, ambulance or not?

**12 Ballast in Class 5: see Annex 23: French proposal**

the limit for all equipment (without glider), clothes and ballast is to be set at 25 Kg ;  
- in all cases, pilots must comply with the weight limitations set by the manufacturer and the authority who delivered a certificate of airworthiness;  
- any pilots' weight can be measured at take-off or landing (lightly clothes and shoeless, then equipped) by the organizers at the request of the stewards or of the organizers ;  
- pilots not complying with those rules will be removed from the meet.  
Passed with 1 abstention

**13 Steward recommendations on safety after test competitions: Steward handbook.**

One point raised from the Steward report of Australia was that there were no towing qualifications needed to enter. The Hang Gliding Sub Committee recommends the Safety and Training committee collect towing standards from various experienced nations and consolidate these to make a CIVL minimum towing standard. This committee recommends that all pilots be required to show a recognised tow rating or attend a mandatory tow training session prior to the competition.

**Action: Klaus Tanzler**

**14 Study and recommendations to the Plenary on the Nordic proposals in Annex 10**

This committee is committed to the safety of CIVL sanctioned competitions in general. The appointment of a Safety Director is one step in keeping with this philosophy. In Cat 1 competitions the level of the average pilots should be taken into consideration when setting tasks. Competition sites should be chosen on the basis of safety as a primary reason. Accident reports must be submitted to the Safety Director by the team leader of the pilot involved, prior to the team leaders meeting on the day following an accident. The Safety Director will present the results of the accident report at the next pilots' briefing.

We propose to amend 5.2 in S7 "The purpose of the championships is to provide safe, fair and satisfying contest flying in order to determine the world or continental champion in each class, and to reinforce friendship among pilots of all nations."

**Action: JA** to include this in the competition organizers handbook and the Jury/Steward handbook.

**15 French proposal in light of the Bureau minutes 3.1. Rule 8 pilots and 4 countries for Class 2 WC validation : see Annex23**

JA proposed to keep the rules as they are: 8 pilots from 4 nations. Seconded Rudl Berger  
5 for: 1 opposed

**16 John Aldridge proposal to amend the push rule**

Amendment "a pilot who wishes to push must be ready to take off immediately when he pushes and may not leave the take off line subsequently"  
Passed

**17 Flip Koetsier proposal to amend the rule for scoring a stopped task.**

In light of one of the Italian proposals in annex 12. John Aldridge proposed that - a task that has been stopped shall be scored if X minutes have elapsed since the start gate opened. X should be defined in the local regulations.

Unanimously accepted

**18 Study and recommendations to the Plenary on the Italian proposals in annex 12.**

The "Help" section was discussed at length. John Aldridge proposed that at any point if a pilot lands to help another pilot his score for the day is the average day-weighted of what he scored in the previous rounds. However, as the meet progresses that score will change to take into account his average day-weighted of the whole meet so the score will be adjusted after each task. A meet director may award extra points. This may also apply to pilots who limit their flights in order to assist other pilots in distress.

Unanimously accepted

The "Pilot not launched" section was also discussed but it was not accepted.

The "start before start opening" was discussed and tabled until the next Plenary meeting. Concerns were expressed that there is too much opportunity for strategy and potential difficulty for scoring.

Other items in the Italian proposal were also tabled until the next Plenary meeting.

**19 Recommendations to the Plenary on the 2006 Worlds organiser to run concurrent meets in light of the Bureau minutes 5.4**

The organisers want to run an "Open" (class 1) meet with separate tasks at the same time as the Class 5, 2 and Women's Worlds to make it more financially viable. It was decided to observe this at the test competition before making a decision.

**20 Study and recommendations to the Plenary concerning S7 rules for Cat 2 events in Annex A of the Bureau minutes.**

The Hang Gliding recommends adoption of these rules as amended

**21 WPRS Bureau Proposal in the minutes 14**

The new WPRS system includes a pilot quality factor as well as a bonus for Cat 1 events so this results in pilots at Cat 1 event being effectively rewarded twice for the higher standard of the meet. It is the motion to change the coefficient of 0.8 for a Cat.2 event to 1.

Motioned Jim Zeiset, seconded Koos de Keijzer

2 abstentions, vote passed

**Action: Paula Howitt**

**22 Recommendations of the Sub committee on the Jury: Nominated or Representative.**

It was tried in Hay but was found to be unsatisfactory for several reasons. Firstly it was difficult to find members who were not involved with teams as helpers. Secondly it was perceived that jury members were more approachable to be persuaded to vote in their national interests.

**23 Adoption of HG aerobatics rules as an annex to S7 A**

Approved by the committee

**24 HG sub committee proposal for additional changes in S7 A**

Qualification Date. The HG SC amends S7 2.11.5 to read "prior to the deadline of registration competition" instead of "30 days before the competition"

Carried with 1 abstention

Extra Team member.

3 abstentions, 2 yes, 6 against

**25 Bid presentation: emphasis on the safety**

Evaluation of bids in light of the Annex 11 Guide lines for Bid presentation: The Sub committee will give to the Plenary its evaluation.

- Slovak bid

- American bid

The Hang Gliding sub committee recommends that both bids are adequate.

The bids for Cat 1 must be approved by the appropriate sub committee with regards to safety. To be approved, the organiser must have experience of organising safe and successful international competitions.

HG Subcommittee attendees

Niels Jorgen Askirk	Denmark	<a href="mailto:njaskirk@privat.dk">njaskirk@privat.dk</a>
Rudl Berger	Germany	<a href="mailto:rudl@dhv.de">rudl@dhv.de</a>
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John Aldridge	UK	<a href="mailto:hgmeethead@aol.com">hgmeethead@aol.com</a>
David Glover	USA	<a href="mailto:david@davidglover.com">david@davidglover.com</a>
Gustavo Erazo	Honduras	<a href="mailto:Gustavo_erazo@hotmail.com">Gustavo_erazo@hotmail.com</a>
Mario Tabush	Guatemala	
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Manfred Ruhmer	Austria	<a href="mailto:m.ruhmer@gmx.at">m.ruhmer@gmx.at</a>
Juraj Sladky	Slovakia	<a href="mailto:Sladky@ke.telecom.sk">Sladky@ke.telecom.sk</a>
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Giovanni Vitola	Guatemala	<a href="mailto:avuelibre@hotmail.com">avuelibre@hotmail.com</a>

# Paragliding subcommittee

**Xavier Murillo, Chairman**

## Present:

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Thor-Erik Stranna, Norway, testrann@online.no  
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Stefan Mast, Germany, smast@dhv.de  
Yosiki Oka, Japann, international@falhawk.co.jp

## Agenda:

- Information of conditions in flight: S7

### **Safety committie (2.6.4)**

Level 1 Safe  
Level 2 Strong  
Level 3 Too strong

All pilots 1st: Safety committie, wind dummies, organizers  
2nd Experienced pilots  
3rd All pilots.

All pilots are responsible for their own safety, also to report conditions to their team leaders or organizers.  
Using the words level1..level3 to avoid using the words cancel.

### 2.6.4 Reworded

- Safety Director : S7
  - o Check S7 to make sure the Pilots have the responsibility to report back at the end of the day.
  - o Propose CIVL to create a waiver for competitions that is valid for most countries
- Safety Brief mandatory for all pilots: S7. see as well Annex 16 drafted by Dennis.
  - o PGWG agreed, no comments...
- Communication: Radio and sel phones: S7 see as well Annex 10 drafted by Dennis.
  - o PGWG recommends to keep the team freq. as it is now.
- Feed back from the pilots after the task on the mandatory flight report: S7?

- PGWG accept the proposal of the Bureau and to add in the flight report three tick boxes and space for personal comment: Tick boxes: Safe, unsafe for me, Unsafe
- PGWG decided that Leonard and Agust should work on S7PG to take all Films/photo references from S7PG
- Max. wind speed in the loc reg. Annex 3 Danish proposal
  - A lot of discussions on different aspects of safety in cat1 competitions. Concerns on having a number or mathematics to “calculate” safety (wind speed, gusts..). Also concerns of “doing nothing” and keep on going as it has been the last years, with the fatal accidents.
  - Decided to add maximum wind speeds for take offs, landings and other relevant places.
- Steward recommendations on safety after the test competition: Steward handbook.
  - Agreed
- Training of officials to be renewed after 3 years
  - Accepted
- Pilot qualification: exemptions exceptionally granted
  - Requirement for experience to be from the last 3 years
- Glider documentation: Manufacturers and pilots have been notified of the tumbling problems. Mandatory manufacturer’s authorization for a pilot to “tune” his glider.
  - XM read a proposal to change the documentation requirement. No PG participant has seen this. No changes accepted.
- Mandatory Emergency requirements in an annex of S7: see Annex 22
  - The experience of the helicopter pilot is one of the most important issues in helicopter rescue.
  - Annex 22 accepted
- Bid presentation: emphasis on the safety
  - PGWG recommends that bids for Cat1 have to be approved by the PG committee to be presented for the Plenary
  - To be approved the organization must have the experience of organizing an international.....more
  - Observer report....
- **Nordic proposals:** Study and recommendations to the Plenary on the Nordic proposals in Annex 10
  - **Proposal 1**
    - Fatal accidents are not acceptable. The statistics are for so few competitions.
    - No decision on the proposal.
  - Proposal 2
    - Mostly agree for number 2
    - FAI/CIVL cat.1 event is world championships based on all CIVL member countries possibilities to participate. In order to make this a safe cat. 1 the sites, overall organization
  - Proposal 3
    - To be used in guidelines for approval of Cat1 bids.
  - Proposal 4
    - Accepted without the zero points penalty

- Proposal 5
    - Discussions on serial/mono classes.
    - Not accepted
- **Review of the restructured S 7 B** including the changes in the local regulations.
 

Recommendations to the S7 Sub committee

  - 2.9.2 check with John on x+2 and x+1
  - Various changes applied.
- **Evaluation of bids:** In light of the annex 11 Guide lines for Bid presentation
  - Manilla
  - Greifenburg
  - The subcommittee will present to the Plenary the outcome of their evaluation
  - The conclusion of the two bids is as following:
    - Both fulfill the advertised criteria in term of location and flying conditions. The Australian organizer has a proven track record in running safe and successful international competitions in paragliding for the last 9 years. The Austrian organizer does not have comparable experience in international paragliding competitions.
    - The PG subcommittee recommends Australia for the 2007 World Paragliding Championships.
- **Jury: Nominated or Representative:**

The sub committee to recommend to the Plenary on the feasibility to appoint a representative Jury for a Cat 1 event, in light of the experience in Hay.

  - No change. Nominated jury only
- **Guide lines for organisers;**
  - Progress report by xm
  - XM informed on his work on the guidelines.
- **WPRS:**
  - Adoption of the new system including the Bureau proposal in the minutes 14. If the new system was not adopted modification of the competition quality value for the Cat 1 events.
  - New system introduced by Wolfgang Sattlegger.
  - Wolfgang, XM, Leonard, Agust will work on wprs aiming to have this accepted and in place 1.may 2005.
- **Tandem flights in competition:**

In light of the Bureau minutes 18

  - Discussion on mixed competitions.
  - The subcommittee decided on put following in the right place in S7B: “In paragliding category 1 events only paragliders carrying 1 person are allowed”
- Austrian proposal (annex 19)
  - The subcommittee did not accept shortening the time for qualification from 60 to 30 days.
  - The subcommittee did not accept allowing an extra person to the world champion nation.

Section 7B revision  
Agust, Leonard, Calvo

Changes

- 1.6.5.3 undeleted "Gain of height flight" Must be there because it is still registered as a record at FAI
- 1.6.7.3 Deleted reference to photos/films
- 2.4.2 total period, Deleted "in each class"
- 2.4.4.3 task validity deleted "in each class"
- 2.4.7 Deleted "in his class" and "in the class"
- 2.4.8 Deleted "in each class"
- 2.1.5 Deleted "When photographic evidence is required, one film for each pilot on each flying day"
- 2.6.2.2 paragraph number references updated
- 2.9.1 Deleted "in each class"
- 2.8.4 and 2.8.5 paragraph numbers corrected.
- 2.9.4 deleted "If a national team has pilots flying from more than one site, the Team Leader may nominate a deputy for such sites."
- 2.12.2 deleted "in class 3"
- 2.13.1.3 Updated reference to chapter 12
- 2.13.3 updated reference to 2.19.4
- 2.16 updated reference to 2.19.4
- 2.19.4 deleted "and eligible to fly in the same class"
- 2.20.4 updated reference to chapter 19
- 2.17.2 updated reference to 16.2
- 2.28 deleted "films and/or" and "photographs and/or" and references to chapter 15 updated
- 2.30 deleted "in the class"
- 2.30.1 deleted "or class"
- 2.31.2 updated references to chapter 5
- 2.31.4 updated references to 5.1
- 5 deleted "in each class"
- 9.2 updated "hanglider" to "paraglider"
- 14.1 deleted "FAI photographic sector" chapter
- 14.2 deleted "photo graphic evidence" and changed "approximately" to "minimum"
- 16.1 deleted photographic evidence
- 16.1.4 deleted (photographic backup)

Suggestions/questions :

2.3.4 Practice event.

Should the Cat 1 event be cancelled if the practice event fails (safety, organization, ...)

2.11.1 Should the pilot qualification be limited to 3 years ??

2.13.1.1 What is this “a CIVL-recognised test organization.” See also chapter 11 and 12

Take aerobatic and references to that out of S7B as one exercise

Sample local regulation must be updated

Release of liability waiver must be updated (f.ex. according to skiing).

All cross references in S7B should be checked

# **Report to the CIVL Plenary Meeting 2005**

**By Louise Joselyn, 18<sup>th</sup> February 2005**

## **Paragliding Landing Accuracy**

### **Subcommittee Meeting:**

**Louise Joselyn (CIVL) – Chairman**

**Uga Jondzic (Serbia)**

**Violeta Grigoriatiene (Lithuania)**

**Zlatko Vukicevic (Croatia)**

**Franjo Kuzmic (Croatia)**

### **General:**

Paragliding Accuracy is an expanding discipline. On the Paragliding Accuracy WPRS system running on the CIVL website there are 127 pilots listed from 15 countries. New countries organising FAI Category 2 competitions in 2005 include: Macedonia, Spain and Italy. We have new interest from Japan too.

### **2004 Pre-Event: 2005 World Championships**

The dominant event in 2004 was the pre-event for the 2005 World Paragliding Accuracy Championships held in Nis in Serbia. The event attracted 47 pilots in total, from seven countries: Bosnia, Bulgaria, Croatia, Lithuania, Macedonia, Serbia, Slovenia and UK. It was unfortunate that adverse weather conditions affected the event and meant that only the minimum two rounds were flown, taking the two competition days and the reserve day to complete.

The organisers were very enthusiastic and could not be more helpful to pilots and visitors. It was a shame that the meet director, Darko Mihailovic was not there, due to a broken leg, but Ugljesa Jondzic, as president of the organising committee, stood in and did a great job in very difficult conditions. The key staff (launch marshall and chief judge) were very well qualified and inspired confidence. The organisation, in terms of refreshments, entertainment, pilot facilities etc, was pretty good.

Despite the fact there was not a great deal of flying, the atmosphere was friendly, if a little frustrating at times. We explored the launch area while waiting for the wind to settle, with its deserted hillside village and natural springs, and the local town with its hot water springs flowing through the parks and gardens.

The Steward's report identified a number of concerns, and I am pleased to report, on behalf of Uga, that these are pretty much in hand.

### **Concerns:**

1. The track to the launch was extremely rough. It made for an uncomfortable ride to the top in Army trucks, which were, nonetheless, efficient. Uga is struggling with the recently changed local administration to secure promises that the track will be rebuilt. However, at the very least, we have been assured it will be improved significantly..
2. New take off for westerly wind is being prepared
3. More shade and pilot facilities at launch and landing
4. Communication, both between organisers (at launch and target) and between organisers and pilots need to be improved. Briefings need to be more disciplined. Uga has already planned to improve these aspects. A cat1 competition will automatically encourage more discipline from pilots and team leaders. More staff will also make a positive impact
5. Media coverage: this needs more attention, especially internationally. With Darko back on his feet, the website will be updated more regularly, and he will be drawing on his contacts to encourage more coverage. Initiatives such as the video now playing will help too.
6. Attracting more pilots from more countries – already happening as part of international efforts.
7. New maps, photos and local information is being prepared to inform pilots better.
8. Local Regulations are just about ready. These will be reviewed by the Steward (Riikka Vilkkuna), the Chief Juror (Roman Pogacar) and myself in the next week. I propose that these will then be sent to the CIVL chairman for approval by the CIVL Bureau. I trust that this is acceptable.

### **European Cup**

The 2004 Paragliding Accuracy European Cup held 4 competitions this year, in UK, Slovenia, Serbia and Croatia. All were run successfully with a good turnout.

There will be 5 competitions in 2005: Lithuania, Macedonia, Croatia, Slovenia & UK. Currently it is agreed that 6 will be the maximum in one year. The Lithuanian comp ran successfully last weekend, with 40 pilots from 5 countries. 3 rounds were flown. A UK pilot won the competition, while Slovenia fielded the winning team.

### **Judging Proposal**

With more countries now participating in Paragliding Accuracy, it is vital that we ensure consistent Judging standards on an international basis. Our aim is to set up an International Judges Register, qualifying existing experienced Judges and setting up training guidelines to encourage more people to become Judges. We held a Judging Meeting in Serbia in August and another last weekend in Lithuania. We had 17 people (many with Judging experience, plus interested pilots) from 7 countries attending the first and about 10 people from 6 countries at the second. Reports from these meetings are available. Several countries have expressed strong interest in developing and adopting established Best Practice in Judging, and are looking for training schemes, especially they want something recognised by CIVL. However, it is difficult to get the best people together to agree common standards. Our senior Judges work pretty much on a voluntary basis, keen to promote the sport. But they cannot always afford to travel widely. We have very experienced people in UK, Slovenia and Serbia, and they are enthusiastic to help. Andy Cowley (UK's most experienced Judge) has agreed to progress this process. What we need, though, is a modest budget to cover travel and accommodation expenses for these senior Judges, so that they can travel to international competitions to train and coach new judges, qualify existing Judges and ensure the Judging Code is applied consistently. I should like to propose, therefore, that CIVL provides the Paragliding Accuracy Subcommittee with a budget to help lubricate the wheels of Judging training and qualification, in light of the rapid expansion of the Paragliding Accuracy discipline. See attached budget proposal.

### **Section 7 Rule changes**

The changes proposed by JA to clarify the section on Cat 2 comps have been approved by the Subcommittee.

We have no requests for Rule changes to Section 7 at this time, having agreed that we should continue with the present Rule set until after the World Championships in 2005

For next year, there are, however, a number of Rules already under review, some requiring clarification, and some which need adjusting to better reflect Paragliding Accuracy. The work will proceed during 2005 and finalised by Autumn for proposed changes to be submitted before the Bureau meeting later this year.

### **Harmonisation**

The Paragliding Accuracy Subcommittee is interested in monitoring the discussions and proposals from the various CIVL HG and PG subcommittees, emerging this weekend, to ascertain if, how and when any ideas might be relevant to S7C. We believe we will benefit from the discussions of the larger subcommittees. Section 7 already states the various sections should be harmonised as far as possible, and we are interested to see how this will be achieved. Interesting issues will be discussed over the coming months with a view that some could also be adopted into Section 7C, particularly some of the Safety and other competition operational issues.

### **Centenary Air Games 2005 in Poland**

In response to Olivier's request for feedback on this event, I stated that we believe that Paragliding Accuracy would fit well with the objectives of the event, providing an excellent spectator sport, demonstrating pilot skills with sustained action in an easily managed location. It has great flexibility and versatility in terms of take off (winch or hill) and landing zone (any suitably large field free of obstructions) and even time of day (mornings and late afternoons).

World class Paragliding Accuracy pilots would be delighted to participate in this event to celebrate the centenary and to help promote Paragliding Accuracy to a wider international audience. We ask only that the dates do not conflict with the FAI World Championships (8-14 August 2005). We have not heard if dates have been finalised.

**CIVL Paragliding Accuracy Subcommittee**  
19 February 2005

Proposal for Budget for:

Establishing International Paragliding Accuracy Judging standards  
Assessment and qualification of existing Judges  
Training for new Judges with practical sessions and seminars  
Building and maintaining an International Judging Register

Estimated budget requirements:

Travel and accommodation costs for senior Judges to travel to key European Cup (FAI Cat 2) competitions.

Suggest: 2 Judges to travel three times this year. Venues to be decided but would be selected from:

Macedonia – April

UK – May

Croatia – June

Serbia – August

Slovenia – October

Flights & travel – 250euros per person	500
Accommodation (B&B) – 120 euros per person	240

**Total for three events (3 x 740) 2220**

Suggest: Contribution for 1 trainee per country to travel to seminar/training  
Suggested beneficiaries include: Holland, Croatia, Lithuania, Macedonia, Bulgaria, Italy, Spain

100 euros contribution for 1 person from each of 7 countries **700**

Suggest: Administration budget to cover materials, communications and office expenses **80**

**Total Budget requested: 3000 Euros or 4500 Swiss Francs**

**Louise Joselyn**  
**Chairman, CIVL Subcommittee, Paragliding Accuracy**  
**18 February 2005**

## **Report of the Aerobatics PG Working Group**

The WG met 4 times this year:

- Villeneuve in March 29/30 to adjust the rules and prepare the season.
- Aiguebelette August 25<sup>th</sup> to assess the season
- Morges December 04 to prepare the next season
- Villeneuve December 05 to meet the HG experts for the Worlds
- Aix les Bains January 23 to prepare the 1<sup>st</sup> World Aerobatics Championship in HG and PG with both experts in HG and in PG.

at the beginning of the season the calendar included 6 events. 2 of them were cancelled at the last moment and we ended up with a tour of only 4 events.

In addition Acroandes run an event in November 2004 that did not count for the WAPR but that will be included in the future permanent ranking.

No accidents were reported except in Aiguebelette where there was a fatality of a base Jumper not in competition.

### **The rules for the Next season:**

In 2003 and 2004 110 pilots representing 19 countries have been participating to the aerobatics competitions. Many pilots have been refused entry for lack of room.

We are facing a fast development in the Aerobatics PG competitions and the FAI Working Group has decided to run 2 different types of events:

1) A World Tour reserved for the top pilots including a maximum of 5 major events. As a principle: to be accepted as a major event, the organiser should have previously run a successful test competition appointing a Senior Judge to assist the organiser as per the Organiser rules. In addition the event must be sanctioned as an FAI cat 2 event as per the competition rules.

The Working Group will decide end of February 2005 which events will be included in this 2005 World Aerobatics Tour.

At the end of the season we will produce a World Aerobatic Tour ranking based on the same formula as the WAPR 2003 and 2004. The name will be 2005 WAT.

2) All the events including the major events mentioned above, and all other events (provided they are FAI Cat 2 sanctioned) will be considered for a permanent Ranking based on the new Cross Country ranking system. This can be found at the following address:

[http://www.fai.org/hang\\_gliding/rankings/newrankings/formulahg/index.html](http://www.fai.org/hang_gliding/rankings/newrankings/formulahg/index.html)

The permanent ranking name is WAPRS .(World Aerobatics Pilot Ranking Scheme) This ranking will be used for selection purposes in the future.

All events will have to apply the Rules but with some flexibility in the organiser rules for the events that are not counting for the WAT, especially concerning the Jury, the prize money and the Media. But as a minimum, a Senior Judge must be appointed by the organiser. The role of the senior judge is:

to make sure that the competition rules are understood and implemented  
to make sure that the FAI licences are checked.

Apart the above there are no major changes in the rules

The manoeuvres board includes more combinations of manoeuvres to make it more attractive for the audience

Presentation of the rules:

### **Catalogue of manoeuvres:**

Last CIVL meeting you allowed me to spend 1000 Euros to produce a CD showing the various manoeuvres. The person who was supposed to do it finally declined. But in the meantime the WG decided to translate into English a compendium on aerobatics drafted by a Norwegian aerobatic pilot Pal Hammar Rognoy. This work has been done and after evaluation the WG decided to give it available for free to all the people interested in Aerobatics. This is a 70+ pages document which is a training syllabus and as well a catalogue of manoeuvres. The translation cost was 750 Euros that I already paid but I wish your approval to use the last year money for reimbursing me.

This doc can be found at the following address:

<http://www.downteam.com/compendium/akrokompendiet%20eng.version.doc>

### **First Aerobatics World Championship in 2006/**

Last year in Opatija the first Aerobatics Championship was awarded to Switzerland with a presentation that was not well prepared. The WG has been working together with the organisation to finalise a better bid that is going to be presented to you now.

Presentation

It is a new format of championship and we discovered many unknown problems when going into it in a bit more in depth. So although I am resigning from CIVL, I have decided to follow the development of this championship especially concerning the rules that still need some adjustment for Hang Gliding. Indeed the pilots must know what the manoeuvres are that they will have to perform and as well what are the criteria of notation on which they will be judged.

We are trying to find a reliable team of judges who will have to participate to the test event this year for training purposes.

Concerning the Jury and stewards, I asked the Aerobatics Commission and they never use any steward, the judges act as such and the jury is a normal FAI Jury.

Before finishing my report I wish to let you know that I found a successor to replace me in this WG: Yves Goueslain, the former French PG team leader.

I believe that in a near future this WG should become a permanent sub committee.

This is the end of my report and I wish you to approve it.

## Treasurer report

CIVL is financially in a healthy situation for two reasons:

- the revenues are increasing, due mainly to a greater number of competitions;
- we have not been spending very much money...

As you see, we have accumulated along the years a small treasure. The bureau thinks it is about time to spend part of that treasure.

The provisionnal budget that we ask you to vote on is built around three ideas...

- give better service to the pilots;
- reinforce the CIVL structure;
- work on a more reasonable base with the volunteers.

Give better service to the pilots...

- invest in a new global (CIVL, PWC, press...) and universal (PC, Mac...) scoring, ranking and flight verification system;
- charge less for IPPI cards and medals;
- communicate better on the web;
- promote our sport;
- train our officials;
- publish an aerobatic manual.

Reinforce the CIVL structure...

- we bought a computer, we now need a back-up system;
- more working time for Paula.

Work on a more reasonable base with the volunteers...

- reimbursement of km driven and phone calls for bureau members if not funded by their NAC;
- reimbursement of sub-committee president journey to the plenary if not funded by their NAC.

More specifically...

We will participate to the FAI centenary celebrations by financing an old hanggliders exposition in Lausanne and by publishing a book on the birth of hanggliding and paragliding.

Our investment in a new scoring and ranking system should be a 2 to 3 years affair. This year, we will define what we want and start financing the new software. Next year, we should finance the most expensive part of the project. During this time, we will upgrade the current system when needed.

**Stéphane Malbos**