



*Fédération
Aéronautique
Internationale*

Minutes

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

Salzburg, Austria
on 4 and 5 February 2017

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FAI Hang Gliding & Paragliding Commission (CIVL)

Minutes of the Plenary Meeting, Salzburg, Austria

4 and 5 February, 2017

1- Opening of the meeting.

The meeting was opened by the CIVL President Stéphane Malbos. He welcomed the delegates and observers and introduced Susanne Shödel, FAI Secretary General, and Visa-Matti Leinikki, FAI IT Manager.

Majority and voting procedures were explained by Visa-Matti Leinikki, who conducted the roll call.

Roll Call:

27 countries

Austria, Belgium, Bulgaria, China (People's Republic of), Chinese Taipei, Czech Republic, Denmark, FYR Macedonia, France, Germany, Hungary, Italy, Japan, Lithuania, Norway, Poland, Portugal, Romania, Russia, Serbia, Slovenia, Spain, Sweden, Thailand, Turkey, United Kingdom, USA.

9 proxies:

Albania to FYR Macedonia, Algeria to France, Bosnia & Herzegovina to Serbia, Canada to USA, Colombia to Spain, Finland to Norway, Greece to Austria, Hong Kong China to Chinese Taipei, Switzerland to Italy.

Bureau Members

Present:

Stéphane Malbos, President – Igor Erzen, 1st Vice President – Goran Dimiskovski, Vice President – Adrian Thomas, Vice President – Jamie Shelden, Secretary – Zeljko Ovuka, Financial Secretary.

Excused: Wahyu Yudha, Vice President.

All votes were by a show of hand unless otherwise specified.

2- Declaration of Conflicts of Interest, according to FAI Code of Ethics (Annex 2).

The following delegates declared potential conflict of interest:

- Japan: Ozone importer.
- Austria, FYR Macedonia, Serbia: presenting championship bids.

3- Additions to the Agenda (Annex 3).

All additions to the agenda were voted and approved unanimously to be added to the agenda. They were discussed at the appropriate time.

- Proposal Great-Britain: Ranking National championships.
- Proposal Bureau: Change of deadlines for registering 'foreign' pilots in Cat 2 events.
- Proposal Bureau: Change of % for accepting 'foreign' pilots in Cat 2 events.
- Proposal Bureau: Software.
- Proposal Russia: Cloud flying penalty.

4- Approval of the minutes of the last Plenary meeting (Annex 4).

Voted and approved.

5- Report of the FAI Secretary General (Annex 5).

It was given by Susanne Shödel, who commented on her Powerpoint presentation.

6- Report of the CIVL President (Annex 6).

It was given by Stéphane Malbos, who added the missing conclusion...

At the end of these first two-years term, the first point that comes to mind is the complexity of the many issues we are facing, at CIVL's level (software strategy, CCC paraglider implementation...) as well as at FAI's (sporting licences, World Air Games...).

The second point is the amount of work required to move things forward, and the corollary that when we fail, it is usually because we haven't worked enough.

The third point is that we might be fools trusting our lives to a few lines, tubes and pieces of fabric to live the dream, but we are also an incredible bunch of talented people. So many thanks to all those in Working Groups, Committees, Bureau and Plenary who are spending time developing our sport instead of going flying.

7- Report of the Bureau activity and decisions that need the Plenary approval (Annex 7).

Report given by Stephane Malbos. He underlined two decisions that might be considered as sensitive:

- Two competitions that did not appear on FAI calendar were allowed to be scored in the CIVL ranking.
- The APPI association was allowed to issue the IPPI Card.

Decisions requiring Plenary approval were voted and approved unanimously.

8- Report of the CIVL Treasurer (Annex 8).

Report given by Zeljko Ovuka.

9- Approval of the 2015 accounts

Voted and approved.

10- Discharge of Bureau responsibility for decisions since last Plenary.

Voted and approved.

11- Review of the 2016 Championships and Test Events (Annex 11).

Championships

- 7th FAI World Hang Gliding Class 5, Krushevo, FYR Macedonia.
- 19th FAI European Hang Gliding Class 1, Krushevo, FYR Macedonia.
- 14th FAI European Paragliding, Krushevo, FYR Macedonia.
- 5th FAI European Paragliding Accuracy, Kaunas, Lithuania.
- 3rd FAI Asian Paragliding Accuracy, Taldykurgan, Kazakhstan.
- 2nd FAI World Paragliding Aerobatic, Annecy Lake, France.

Test events.

- 21st FAI World Hang Gliding Class 1 in Brazil.
- 12th FAI World Hang Gliding Class 2 in France.
- 15th FAI World Paragliding in Italy.
- 9th FAI World Paragliding Accuracy in Albania.

Stephane Malbos, commented on a tracklog issue in Brazil, with as consequence various discussions and proposals.

12- Review of the 'Road to 2020 World Air Games' project.

- The FAI Air Games Event Series project (Annex 12)
- The 2020 WAG: America or South East Asia?

Susanne Shödel and Stephane Malbos commented.

13- Report from the Hang Gliding XC Committee (Annex 13).

Report given by Jamie Shelden.

No questions or comments.

14- Report from the Paragliding XC Committee (Annex 14).

Report given by Adrian Thomas.

No questions or comments.

15- Report from the Paragliding Accuracy Committee (Annex 15).

Report given by Riikka Vilkuna.

No questions or comments.

16- Report from the Paragliding Aerobatic Committee.

No written report provided. Verbal report given, very similar to the Open Meeting report. Check the appropriate annex to these minutes.

No questions or comments.

17- Report from the Safety Officers.

- Report (Annex 17a).
- IPPI Card report (Annex 17b).

Stephane Malbos underlined the need to find a replacement for Raymond. He summed up what Raymond did over his 5 years or so at the helm and tried to analyse his successes and failures.

No further question or comment.

18- Report from the Software Officer (Annex 18a).

Stephane Malbos explained that CIVL has currently no formal Software Officer, but that it doesn't mean that nothing is happening on this matter. Quite the opposite...

Stéphane summed up the discussions that happened in the Software Open meeting (see Minutes Annex 5): FAI ongoing work, collaboration with Naviter and Flytech, FS future (including releasing FS as an open-source code), distance formula.

The following declaration was submitted to the Plenary:

'CIVL "vision" and FAI projects, GAP and FS future, approved flight instruments requirements and procedures, accuracy scoring software... The Plenary trust CIVL Bureau to move forward on these matters for the best of the sport and take needed decisions (implementing Working Groups, contacting professionals, choosing partners...). All Bureau decisions will be submitted, as stated by our status, to the agreement of the next Plenary.'

Voted and approved.

19- Report from the Records & Badges Officer.

No written report given. Oral report given by Igor Erzen.

There is not much new in the Records & Badges. I am following the process of ratifications, which for Accuracy seems to be very difficult, and it can take up to a year. There we three new accuracy records since we introduced them, and much more in the XC. For sure next year we will have some new propositions, but are not yet ready for this year. S7D looks to be more or less stable. Other than that, diamond badges are been put forward more and more. We still have to find a easier way to approve accuracy diamond badges.

No question or comment.

20- Report from the Competition Coordinator (Annex 20).

No question or comment.

21- Report from the Jury & Steward Coordinator (Annex 21).

The report was given by Jamie Shelden.

Stephane Malbos commented on the current issues.

The FAI regulation, if strictly applied, forbids remote jury and any action of the jury during the competition except advising other officials and ruling on protest.

Jury rules and duties were discussed during the last CASI meeting. CIVL realized that there were many interpretations of the regulation, that some commissions were adapting the rule to their wishes (sometimes to great extent).

CIVL requested that a Working Group be implemented within CASI. It is now and CIVL is part of it.

CIVL is defending two positions:

—That the Representative Jury procedure be adopted so that each nation represented at the competition may designate one pilot to a pool of potential ‘jurors’ who will then rule on any protests.

—That the Jury members are allowed to assist organizers in the competition with administrative or practical matters during the event as long that assistance does not involve any matters that could potentially be the subject of a protest or have influence on the results/scoring.

The purpose and intent of this change is to help dispel the image that CIVL representatives are simply enjoying the perceived benefits of the ‘CIVL travel club’ and costing organizers and pilot money while they do nothing useful or helpful during the competition. If jury members are allowed to assist in ways that do not affect the outcome of the competition, we can start to improve the image of the CIVL and the jury and steward positions.

The CIVL Jury has played such active part during three of the last First Category events:

—Helping hang glider pilots to find their spots in an organized launch, calling them to the take off line, helping them to move their gliders around.

—Taking notes at daily team leaders briefing and, after agreement of the steward and meet director, publish signed briefing’s reports.

Stephane Malbos ask the Plenary’s support on the Bureau philosophy on Jury’s duty by a show of hand. Approved unanimously.

22- Report from the Communication Officer (Annex 22).

Report given by Stephane Malbos.

No question or comment.

23- Proposals from the CIVL Bureau.

- **Internal regulations (Annex 23a).**

Voted and approved.

- **1st Category events Sanction fees (Annex 23b).**

Voted and approved.

- **Complaint and protest deadlines (Annex 23c).**

Voted and approved.

- **How to make test events more attractive (Annex 23d).**

Proposal 1: Voted and approved.

The addition will be added in a subsection (15.3.1).

Proposal 2: 2/3 majority required to pass. 13 against. Proposal did not pass.

- **CIVL GAP definitions (Annex 23e).**

Voted and approved.

- **XC Rest days (Annex 23f).**

Voted and approved.

- **Tracklog points (Annex 23g).**

Voted and approved.

- **Pilot Safety Form (Annex 23h).**

The proposal was amended as follows:

‘It is mandatory that Pilot Safety Forms be available in the download area.’

- **Aerobatic selection deadlines (Annex 23i).**

The proposal was amended as follows:

'This process will continue until the maximum number of pilots is reached or until 60 days before the start of the championship or otherwise stated in the local regulations.'
Voted and approved.

- **Accuracy selection deadlines (Annex 23j).**

The proposal was amended as follows:

'This process will continue until the maximum number of pilots is reached or until 60 days before the start of the championship or otherwise stated in the local regulations.'

Voted and approved.

- **Annexes Section 7 (Annex 23k).**

Voted and approved.

- **IPPI Card price structure (Annex 23l).**

Voted and approved.

- **Ballast and light-weight pilots in XC (Annex 23m).**

No vote required. See the Paragliding Open Meeting report (Minutes Annex 3) for decision taken.

- **Approved flight instruments and instrument download (Annex 23n).**

Approved flight instruments: no vote required. A Working Group is following the matter.

Instrument download: to be added to Section 7A - 4.4.2.

'The pilot must keep track files available for direct downloading from the instrument until the scores become official in order for the track file to be considered for scoring.'

Voted and approved.

24- Proposals from the Hang Gliding XC Committee.

- **Number of tasks and WPRS validity (Annex 24a).**

Voted and approved.

- **Push rule (Annex 24b).**

The proposal was amended as follows in bold.

Voted and approved.

3.3.6 Take-off 'Push' System

'At sites where the pilots are required to queue to take off, the Meet Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take off officials, "Pilot number X is pushing". Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take off and then a further 30 seconds to complete the take-off.

A pilot who declines to take off during this decision period must immediately go to the end of the queue.

A pilot who fails to take off within the completion period will be scored zero for the task.

When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take off within 30 seconds or be scored zero for the task.

A pilot who wishes to "push" must be ready to take off immediately when he pushes and may not leave the launch line subsequently.

No pilot may move into the start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed.

When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently "push" in that task.

In competitions where multiple sequential launch lanes are used and there is an ordered launch, a "push" applies to all launch lanes in each "launch zone" as if it was a single launch lane.

Sequential launch lanes means that pilots are allowed to launch sequentially from the lanes, e.g. first a pilot from Lane 1 launches, then a pilot from Lane 2, then a pilot from Lane 3, then

another pilot from Lane 1, etc., in that order. A “launch zone” is an area where sequential launch lanes are grouped together. Where a site provides for both sequential launch lanes and independent launch lanes, a launch zone is an area where all of the sequential launch lanes are grouped together and are separate from other independent launch lanes.

In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class.

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

Comment:

It is important to add the language in bold because the point of a ‘push’ is to move pilots off the hill, and it happens most commonly in situations where pilots believe soaring conditions aren’t necessarily great and while launch conditions may be perfectly good and safe, pilots just don’t want to get in the air just yet. In this situation, if the push applies only to the individual lane where the pusher is – let’s say Lane 2, and a pilot doesn’t want to launch in Lane 3, and launches are happening sequentially over multiple lanes, the stalling pilot in Lane 3 will hold up all launch lanes unless a pilot behind him in Lane 3 also decides to push. So, a push in any single lane won’t solve the problem a push is intended to solve.

The reason this change ought to apply only to cases where there is an ordered launch is that if the launch isn’t ordered, presumably a pilot could move to any other lane and not be stuck behind a stalling pilot.

Also, the change should not apply in situations where the launch lanes are completely independent – meaning that they are not sequential – e.g. a site with 3 launch lanes that pilots may launch from simultaneously, without alternating between the lanes. So, the order need not be Lane 1, Lane 2, Lane 3, then Lane 1, Lane 2, etc. In a non-sequential launch lane situation, pilots can launch at any time without regard for whether other lanes have also had an opportunity to launch.

25- Proposals from the Paragliding XC Committee.

None received.

26- Joint proposals from the Hang Gliding and Paragliding XC Committee.

None received.

27- Proposals from the Paragliding Accuracy Committee.

- **Judging Code (Annex 27a).**

It is to be noted that the Code is in continued development.

The proposal is amended as follows:

Add to the Event Judge’s responsibilities, the requirement for observing and to make competition safety flying decisions with regard to weather conditions, particularly at the target.

The Judging Code should allow for the use and development of non-FAI listed judges for Category 2 competitions.

The term ‘measuring field’ in the code is to be replaced with ‘target’ in line with Section 7C.

For Category 2 events wording should read, ‘if more than 50 pilots are participating in the Event it is recommended that the Event Judge and Chief Judge shall be separate individuals.’

Relaunching is the Event Judges responsibilities.

- **Target size (Annex 27b).**

Withdrawn.

- **Team size (Annex 27c)**

Section 7C. Replace existing text:

2.3.1 National Entry and 5.4.4 Team Scores

with:

2.3.1 National entry

The maximum number of pilots that a NAC can enter in the competition will be stated in the local regulations.

2.3.2 Team Size

In World Championships, the maximum number of pilots that a NAC can enter in the National Team is 7, not exceeding 5 of the same sex.

In Continental championships, the maximum number of pilots that a NAC can enter in the National Team will be stated in the local regulations.

5.4.4. Team Scores

In World Championships, the nation's team score for each round will be calculated as the aggregate score of the four best scores of the team. If any nation has fewer than four competitors, then a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor.

In Continental championships, the nation's team score for each round shall be the aggregate score of the best Y pilots in the nation's team, where Y is specified in the local regulations. Y is nominally $(X+2)/2$ rounded up to the nearest whole number.

There is no dropping of the worst score in team scoring.

Voted and approved.

28- Proposals from the Paragliding Aerobatic Committee.

None received.

29- Proposals from the Safety Officers.

- **New SafePro Para (Annex 29).**

Voted and approved.

30- Proposals from the Software Officer.

No proposals.

31- Proposals from the Records & Badges Officer.

None received.

32- Proposals from the Jury & Steward Coordinator.

None received.

33- Proposals from National Airport Control (NAC)

- **Proposal from Belgium (Annex 33a). Hang Gliding only.**

Use accumulated task quality for Ta calculation in XC.

Voted and approved.

- **Proposal from Austria (Annex 33b). Hang Gliding only.**

FAI triangle World record flights.

Voted and rejected.

Competition Validity for First Category events.

Most of the proposal withdrawn (it needs more detail to be considered by the Committee) except one change made to S7 5.11.1

Current rule: The sum of the daily winners' scores must be equal to or more than 1500 points. See Section 7A-5.

New rule: The sum of the available points for each task flown must be equal to or more than 1500 points. See Section 7A-5.

Voted and approved.

Leading Bonus at First and Second Category events.

Proposal withdrawn, matter to be discussed by the Committee via, and a more detailed proposal to be considered at the next Plenary.

Cloud flying at First and Second Category events.

Proposal discussed. It is recommended that a 'cloud flying committee' be further tested at upcoming events and added to the local regulations template for potential use by other organizers.

Goal parameters.

Proposals to change hang gliding rule to be consistent with paragliding rule in CIVL GAP.

6.2: the wording specific to hang gliding is removed and the paragliding rule now also applies to hang gliding.

6.3.1: the paragliding rule now also applies to hang gliding.

12.1: End of Speed paragliding rule now also applies to hang gliding.

Voted and approved.

Altitude measurements concerning airspace.

Two proposals were pushed:

Proposal 1

Section 7A 4.1 says...

Only flight recording devices capable of recording both GPS and barometric altitude in the track log are allowed for scoring. It must not be possible to modify the barometric altitude once track log recording has started. Flights will be verified using either GPS track log or live-tracking data. When live-tracking data is used as a primary source of scoring, pilots must be able to produce GPS track logs as a back-up. The FAI has the right to use all data collected in 1st Category events, including track logs, and may publish such data.

New rule:

Only flight recording devices that record both GPS and the International Standard Atmosphere pressure altitude (QNE) in the track log are allowed for scoring. It must not be possible to modify the barometric altitude once track log recording has started. Flights will be verified using either GPS track log or live-tracking data. When live-tracking data is used as a primary source of scoring, pilots must be able to produce GPS track logs as a back-up. The FAI has the right to use all data collected in 1st Category events, including track logs, and may publish such data.

Voted and approved.

Proposal2

Section 7A - 4.4.5 says...

"... Airspace violation checks rely primarily on barometric altitude. Pilots may submit a GPS altitude log as a backup log only in case of problems with the primary barometric log.'

New rule:

"... Airspace violation checks rely primarily on the barometric altitude as recorded on the flight instrument tracklog (the International Standard Atmosphere pressure altitude QNE) and then when necessary corrected by the scoring software for the pressure conditions of the task (QNH). Pilots may submit a GPS altitude log as a backup log only in case of problems with the primary barometric log.'

Voted and approved.

Penalties for Airspace restrictions infringements.

Section 7A - 6.3 says... 'Violation of restricted airspace. Closer than 100m vertically or horizontally to prohibited airspace: the pilot shall be listed in the scores for each task without penalty. More than 30m vertically or horizontally within the restricted airspace: zero for the day.'

New rule:

'As an aid to competitors and when reasonably possible with the scoring system, pilots that fly closer than 100m vertically or horizontally to prohibited airspace will be listed in the scores for each task without penalty.'

Voted and approved.

Also discussed: the Steward for the Brasilia worlds will formulate specifics of a 100 metre 'buffer zone' with graduated penalty provisions, to be approved by HG committee and Bureau and then included in the local regulations. The plenary accepted that the local regulations supersede Section 7A on this matter.
Voted and approved.

Functions of organizers. Addition of new rule in Section 7A reading:

'4.4.3 Meet Officials

No person may serve as a meet official (including but not limited to meet director, safety director, organizers, etc.) and a national team member (i.e. pilot, team leader) during the same competition, simultaneously or sequentially, beginning with the first mandatory pilot safety briefing. The intent of this rule is to prevent individuals in a position to effect scoring or results from taking part in both the organization and the competition itself.'

Voted and approved.

Specific tasks for women in 1st Category events.

The issue was discussed.

It was recommended that for the Brasilia HG Worlds that the women have separate tasks but along the same general course line, with larger turn point radii and different launch and start times prior to the open class launch/starts.

- **Proposal from Bulgaria (Annex 33c). Paragliding only.**

Real leading points.

The proposal will be developed to provide working software and to be tested alongside existing software to identify potential advantages and any unexpected issues. Tested proposal to be brought back to the 2018 plenary for possible incorporation into the scoring system.

- **Proposal from Russia (Annex 3).**

Cloud flying penalty.

The issue was discussed. The proposal was amended as follows:

'Where a pilot is penalized with a "zero for the day" and that pilot is the day winner, he shall be scored as absent (ABS) and listed as penalized. If, once the day winner is scored as ABS, the next pilot who would then be the day winner is also penalized with a "zero for the day", he shall also be scored as absent (ABS), until there is a day winner without a "zero for the day" penalty. The intent of this rule is to remove this pilot's influence from the day's score.'

Voted and approved.

- **Proposal from Great-Britain (Annex 3).**

National championships.

The proposal was not discussed nor voted.

In 2017 the UK Open will be accepted as Second Category Events even if they have no international participation and relieve them of the requirement to keep 25% of the slots open for international pilots until 60 days before the meet. Pilots will be scored accordingly in the WPRS. This decision is to be approved by the 2018 Plenary.

34- Bids for 2019 Championships.

16th FAI World Paragliding XC.

Were presented:

- Werfenweng, Austria (Annex 34a).
- Krushevo, FYR Macedonia (Annex 34b).
- Piedrahita, Spain (Annex 34c).

The championship was awarded to FYR Macedonia in the first round with 18 votes (Austria: 10 votes; Spain: 7 votes).

10th FAI World Paragliding Accuracy.

- Werfenweng, Austria (Annex 34d).

The acceptability of the Austrian bid was questioned due to the non-compliance of the rule requiring

the organization of a Second Category event with a minimum of 30 pilots before submitting a bid for a First Category Event. The Plenary refused by a secret vote to make an exception to this rule (22 against, 13 for). The bid was not allowed to be presented.

- Vrsac, Serbia (Annex 34e). Awarded to Serbia unanimously.

35- Provisional budget (Annex 35).

It was presented by Zeljko Ovuka.

Voted and approved.

36- Nominations for Awards.

All nominations were voted and approved.

CIVL Hang gliding & Paragliding Diploma – USA (Annex 36a).

CIVL Pepe Lopes Medal – GBR (Annex 36b).

FAI Air Sport Medal – (Annex 36c).

- Sport Club Cross Country XSC, FYR Macedonia.
- Goran Dimikovski, FYR Macedonia.
- Hang Gliding and Paragliding Sports Federation, Lithuania.
- Sport Club ALGA, Kazakhstan.
- Les Chamois Volants, France.
- Paragliding World Cup Association (PWCA).

37- Venue of next Plenary meeting.

A bid was presented by Portugal for the Porto area.

Voted and approved.

38- Nominations and elections

All positions were open for election for a two-year term. There was no multiple candidacy for any position. All Officers were elected by acclamation.

President: Stephane Malbos.

Vice-Presidents: Goran Dimiskovski, Igor Erzen, Zeljko Ovuka, Jamie Shelden.

Secretary: Mitch Shipley.

Financial Secretary: Andy Cowley.

Committees Chairperson:

- Hang gliding: Jamie Shelden.
- Paragliding: Adrian Thomas.
- Paragliding accuracy: Riikka Vilkkuna.
- Paragliding aerobatic: Claudio Cattaneo.

39- Closing remarks of FAI representative and of CIVL President.

Susanne Shödel thanked the participants and the Plenary organizer, Stefan Brandlehner.

Stefan Brandlehner thanked and invited everyone to a goodbye bortch soup (Thanks!).

Stephane Malbos thanked everyone for their work and dedication. The Plenary has been efficient. We are learning to work better in all levels of CIVL organization: Bureau, Committees and Working Groups, Plenary... Our objectives for the coming years are well defined and already under way. FAI is addressing the issues we've been pushing. We are moving together in the right direction, so... Back to work!

Plenary Minutes Annex 1

CIVL Plenary Meeting, Salzburg, Austria – February 2, 2017

Open Meeting – Hang Gliding and Paragliding Cross Country

Roll call.

Amaral Fernando (POR), Askirk Niels (DEN), Askiru Niels (DEN), Belova Eugeniya (RUS), Brandelhener Thomas (AUT), Buntz Harry (GER), Cowley Andy (GBR), Dimikowski Goran (MKD, Bureau), Dimov Daniel (BUL), Ellefsen Oyvind (NOR), Erzen Igor (SLO, Bureau), Honti Adel (HUN), Jaxi-Rozen Jedrzy (POL), Kolar Andrej (SLO), Kowecny Kamil (CZE), Mai Elsa (TPE), Malbos Stéphane (FRA, Bureau), Masahiro Kitano (JAP), Masteikiene Violeta (LTU), Mathurin Didier (FRA), Nossin Marc (FRA), Oka Yoshiki (JAP), Ovuka Zeljko (SER, Bureau), Shelden Jamie (USA, Bureau, HG Chair), Siess Herbert (AUT), Sonzoeni Barbara (ITA), Thomas Adrian (GBR, Bureau, PG Chair), Valentin Popa (ROM), Vilkuņa Riikka (SWE).

Participants are reminded of CIVL Internal regulations for Open meetings

All in attendance are allowed to contribute ideas and information to the discussions, but this is not a Committee meeting that can make proposals. The Chair may ask for an indicative show of hand ballots on specific matters.

There is no specific agenda to the meeting.

The Plenary Agenda is scrolled down and appropriate issues discussed as they pop up.

Bureau decisions that need the Plenary approval.

No comment.

World Air Games and the FAI Air Games Event Series project.

FAI representative here will give us fresh information.

Safety Officer's report.

Raymond Caux is resigning from its position. We have to find someone to take over the position and define our policy. Are expected as a minimum: following all Committee discussion with his/her 'safety eye' wide open; processing our incident/accident reports; updating the Safety pages of our website.

IPPI Card issuing in Mexico, Bosnia & Herzegovina and Italy, through the NAC, APPI and FIVL.

IPPI Card scheme explained. History of relations between APPI, NAC and CIVL also explained.

Raise of sanction fees in Second Category events.

No negative return from organizers were received.

How to make test events more attractive.

- Invite the podium winners to the main event. Some are against it, saying that it might make difficult team strategy and cut the number of spots available at allocation. Some are for it as it is a good way to attract pilots. Show of hands asked: result 50% for, 50% against.

- Keep 50% of spots truly available for foreign pilots until 90 days before the competition. OKed but linked to the general problem of % of spots reserved in Cat 2 events for foreign pilots and deadlines for their pre-registration. A Bureau proposal on the matter will be added to the Agenda.

Rest day proposal.

The local regulations of the coming World PG in Italy have included the new proposal in its definition of rest day.

Restructuring Section 7.

Anything that is not a rule should be in a new document 'S7 Annexes'. We will reintegrate the 'thermalling rules and technics' guidelines in it. These guidelines should be revised. Any volunteers?

Pilot Safety Form.

Consensus on...

It should be mandatory that they will be available.

Pilots should be encouraged to use them.

Software: CIVL 'vision' and FAI projects.

GAP and FS future.

All discussed. A specific Open meeting will take part on February 3. Check its reports for more detail.

Approved flight instruments requirements and procedures.

Following a problem with a weird tracklog in a test event, a temporary Working Group has been implemented to address the issue. Explanations are given on the test event problem and on current discussion in the Working Group.

Nominations for FAI Air Sport Medal as a way to thank First Category event organizers.

Bureau nominated all 2016 Cat 1 organizers. Should we keep doing this or select only a few when we consider that they delivered a good competition? No consensus found.

It is stated that CIVL does very few awards and that the FAI award scheme could be better used to thank and encourage our people.

Also discussed...

The need to hire a CIVL Administrator to run CIVL on a day-to-day base. The concept and budget was agreed on a few years ago.

Plenary Minutes Annex 2

REPORT: HG Pre-Plenary Open Meeting 2017

Chair: Jamie Shelden (USA)

12 committee members and visiting pilots present: Tom Weissenberger (AUT), Herbert Siess (AUT), Regina Glas (GER), Gordon Rigg (GBR), Daniel Dimov (BUL), Niels Jorgen Askirk (DEN), Kitano Masahiro (JAP), Jochen Zeischka (BEL), Barbara Sonzagni (ITA), Mitch Shipley (USA), Oyvind Ellefsen (NOR), Didier Mathurin (FRA)

General Matters:

- Brasilia HG worlds – Recommendation of the committee to the organizers that the women have separate tasks but along the same general course line, with larger turnpoint radii and different launch and start times prior to the open class launch/starts. After meeting with many women during the 2016 European championships, the large majority of women preferred to have separate tasks so as to avoid flying in large start gaggles and to choose a women's champion based on leading, not following many men around a course. The only caveat is that the women's tasks should be similar enough to the open task so as to allow for easy retrieve of the entire team (men and women).
- Airspace penalties for Brasilia HG worlds – rather than a 100% penalty, there should be a 100 meter buffer zone with penalties to be formulated by the Steward and approved by the committee/Bureau. Those airspace penalty provisions will be included in the local regulations template for future organizers' potential use.

Proposals discussed:

1 – Belgian proposal to use accumulated task quality for Ta calculation in cross country competitions. Due to the current use of Ta in WPRS, organizers are making competitions shorter, increasing the desire of organizers to have a task even in marginal or unsafe conditions. This happens because Ta does not take into account the quality of the day/task. The proposal involves calculating Ta as a continuous function of the sum of all available task points. Proposal discussed in detail and approved.

2 – Committee proposal to change the "Push rule" to apply to all launch lanes where there are multiple lanes used, in order to achieve the purpose of the push in the first place –that is, to keep the launch lines moving. Proposal discussed and passed with a few minor wording changes.

3 – Multiple Austrian proposals regarding scoring, goal parameters, triangle world records, leading bonus, cloud flying, and altitude measurements. All proposals were discussed, with some resulting in Section 7 and CIVL GAP changes and others going back to the committee for further discussion/detailing.

4 – Bureau proposal regarding changes to the list of flight instruments and publishing instrument specifications in terms of altitude measuring. Proposal discussed and a working group created to update the requirements and list.

Plenary Minutes Annex 3

CIVL Plenary Meeting, Salzburg, Austria – February 2 & 3, 2017

Open Meeting – Paragliding Cross Country

Roll call.

Amaral Fernando (POR), Askirk Niels (DEN), Askiru Niels (DEN), Belova Eugeniya (RUS), Brandelhener Thomas (AUT), Buntz Harry (GER), Cowley Andy (GBR), Dimikowski Goran (MKD, Bureau), Dimov Daniel (BUL), Ellefsen Oyvind (NOR), Erzen Igor (SLO, Bureau), Honti Adel (HUN), Jaxi-Rozen Jedrzy (POL), Kolar Andrej (SLO), Kowecny Kamil (CZE), Mai Elsa (TPE), Malbos Stéphane (FRA, Bureau), Masahiro Kitano (JAP), Masteikiene Violeta (LTU), Mathurin Didier (FRA), Nossin Marc (FRA), Oka Yoshiki (JAP), Ovuka Zeljko (SER, Bureau), Shelden Jamie (USA, Bureau, HG Chair), Siess Herbert (AUT), Sonzoeni Barbara (ITA), Thomas Adrian (GBR, Bureau, PG Chair), Valentin Popa (ROM), Vilkuņa Riikka (SWE).

Participants are reminded of CIVL Internal regulations for Open meetings.
The following issues were discussed...

New SafePro Para

CIVL has permitted APPI to issue IPPI cards in countries where there is no functional NAC. Some concern that APPI is a commercial organization with its own agenda. Some concern that APPI and IPPI levels may not be compatible. Bureau advised that APPI will only be permitted to issue IPPI cards in countries where there is no functional NAC or where the NAC agrees to delegate the Card issuing to APPI, and the situation will be tightly monitored.

Proposal from Bulgaria

Daniel Dimov presented his 'true leading points' proposal. Remaining issues appear to have been resolved. There was general support for the proposal to be developed to provide working software and to be tested alongside existing software (as proposed) to identify potential advantages and any unexpected issues. Tested proposal to be brought back to the 2018 plenary for possible incorporation into the scoring system.

Bids for World championship

- Werfenweng, Austria.
General questions relating to the double-bid were raised. It was decided to proceed to consider the PG XC and PG accuracy bids independently.
- Krushevo, FYR Macedonia.
Goran presented a brief overview.
- Piedrahita, Spain.
No Spanish delegation Available.

Ballast limits (fairness for lighter pilots)

Goran Dimikowski explained the current situation in the PWC: all pilots are to be permitted to

ballast up to 95kg total take-off weight allowing them to fly the S sized competition gliders. It is argued that:

1. The existing rules are not generally enforced. Smaller pilots regularly fly with >33kg of equipment. We should not have rules that are not enforced.
2. The existing rules are putting small pilots off flying in competition because the XS gliders currently available are not satisfactory from either sporting or safety regards. Ballasting up to fly the S allows pilots to fly more competitive wings that are also safer.
3. Philosophically, it was argued that rules should be in place to encourage fair sporting competition. It was argued that the existing ballast rule does the opposite, and that we should not exclude athletes who are prepared to train to be able to carry large amounts of ballast safely.
4. Philosophically, it was argued that women who are lucky enough to be able to fly larger sizes of glider do not feel sporting satisfaction when they win because they are aware that they have an unfair advantage over the smaller pilots due to the ballast rules.

It was decided to watch how this change to the ballast rule works in the PWC during this year with a mind to perhaps introduce it into Section 7 if it is found satisfactory, or alternatively not to adopt it if it turns out that the XS CCC wings expected for the Worlds turn out to resolve the issue by being suitably competitive.

CCC strategy

Progress with CCC wings during the year was reported. EnZo2 was EN D and CCC 2014 certified, Boomerang 10 was CCC 2014 certified, no significant difference in safety was detectable. Boomerang 11 operated in size M at the Superfinal certified under CCC 2016, no incidents were reported, the glider performance was better than CCC 2014 and EN D wings, partly (but not entirely) because there has been a small gain in top speed (perhaps 3-5kmh).

PWC now accepts CCC certified gliders in single sizes, and is planning to permit single CCC prototype wings to be flown in PWC competitions by manufacturer test pilots provided the manufacturer is a PWC partner organisation to allow manufacturers to test wings in real racing conditions prior to certification. These wings will require the full CCC documentation and measurements so they can be checked during competitions.

The planned strategy for CCC was discussed. The major issue remains the small number of manufacturers making CCC wings. The cost of certification was discussed. Harry Buntz estimated the cost of certification at 3000Eu (significantly less than the list price of one wing). It is not felt that cost is a limit on production as certification costs need only be paid for one size, with other sizes produced by scaling. The technological advantage of Gin and Ozone is more likely a limiting factor. It is to be hoped that the PWC prototype proposal will resolve this.

The possibility of simplifying the CCC rules by removing the restrictions on wing planform was discussed. The wing planform measures have proven difficult to measure, and repeatability is poor or non-existent (temperature and humidity dependence, 2D measures of a 3D structure etc.). Only line lengths, riser lengths and accelerator travel can be quickly and precisely controlled. It was argued that the primary safety gain recently has been the control of maximum speed. It was argued that there is no evidence that there were any gains made by limiting wing planform, but that the current tight restrictions on wing design have the effect of locking in the technological advantage currently demonstrated by Gin and Ozone.

There was broad support for maintaining the current CCC rules stable until the next plenary, but if we do not see an increase in the number of manufacturers producing CCC wings then there would be a strong argument in favour of a substantial simplification of the CCC rule.

Plenary Minutes Annex 4

Paragliding Accuracy Open Meeting Report to 2017 CIVL Plenary:

Location: Lungau Room, Hoffterhof Hotel

Date: 3 February

Time: 0900-1700 hours

Attendees represented and registered:

Austria, Czech Republic, France, Germany, Hungary, Japan, Lithuania, FYR Macedonia, Romania, Serbia, Slovenia, Sweden, Switzerland, Chinese Taipei, United Kingdom.

1. Introductions:

- a. Chairperson: Riikka Vilkuna (SWE)
- b. Roll Call Register was circulated for completion: (See Annex)

2. Additions/changes to the agenda

- a. Equipment for Cat1 events.
- b. IPPI cards and Sporting licences

3. Committee chairwomen's report (Riikka and Violeta)

Sporting licences were discussed; concerns about sporting licences issuing and differing numbering systems. FAI is working on this at higher level.

Basecamp was discussed, however, it is more being used for information rather than contribution and a lack of responses. We need to be more structured with nominated Basecamp committee members sharing the work. The chairwomen's report was accepted.

4. Judging matters

a. Data base: Riikka presented current judges list (XL sheet) and is looking for a consolidated Judging database that can be interrogated showing ID, judging level, contact details and experience. CIVL is to define what is required and will be given to FAI. CIVL 'officials' Sporting Licence is under consideration.

b. Judging Seminars: There was discussion whether that initial training (and seminars) should be done at National level (Cat 2 events) and a consolidation of training levels at Cat 1 events. Capture of judges' details and documentation of training and experience for CIVL register is required. Further work required and is ongoing.

5. WAG and other competitions

Stephane reported on World Air Games, Air Games Series and Asian Games. Violeta (LIT) reported on her participation in a project on how the sport is promoted, organized, governance, financed and represented.

6. Proposed S7 and S7C changes SafePro Para renewal

a. Target size: Committee proposal was discussed at length and it was decided that the further discussion is required and it is best to keep the rule as it is at the moment. The committee does not support the proposal.

b. National entry team size:

Committee proposal was modified. The modified proposal was accepted by the committee for presentation to the Plenary.

c. SafePro Para

Agreed as acceptable for recommendation to the Plenary.

d. Judging Code

Proposal from Kamil (CZE): add to the Event Judge's responsibilities, the requirement for observing and to make competition flying decisions with regard to weather conditions, particularly at the target. Agreed.

Proposal from Yoshiki (Japan): the Judging Code should allow for the use and development of non-FAI listed judges for Category 2 competitions. Agreed. It is to be noted that the Code is in continued development.

Proposal from Igor (SLO): the term measuring field in the code should be replaced with target in line with Section 7C. Agreed.

Proposal from Kamil: For Category 2 events wording should read 'if more than 50 pilots are participating in the Event it is recommended that the Event Judge and Chief Judge shall be separate individuals. Agreed.

Proposal from Uga (SRB); Agreed for recommendation to Plenary the provision of giving relaunching to be put on the Event Judges responsibilities. Agreed.

The modified proposal will be put forward to Plenary.

7. Competition Proposals – Bid Review

The two bid proposals for the 2019 World Paragliding Accuracy Championships from Austria and Serbia (previously presented to the plenary) were given to the PGA meeting for review.

The committee was unsure about the validity of the bid from Austria and decided to forward the question to the Bureau for decision.

8. Discussion points

There is a need for the committee to work on the following issues during 2017:

IT PGA Scoring Software: The provision of a standard Accuracy Competition IT system.

Equipment at category 1 competitions: there is an issue with regard to the reliability of scoring equipment – especially for Cat 1 competitions. It has been noted experience has shown that many unreliable systems currently used and these were unacceptable for records. It was agreed that this concern should be worked on during the coming year.

Record approvals: It was agreed that Category 1 and 2 PGA competition records require Judges that are recognised, experienced and on the CIVL judges list. We are working on the list at the moment and will keep doing so.

9. Any Other Business

The meeting closed without AOB due to lack of time.

Roll Call Annex:

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Plenary Minutes Annex 5

CIVL Plenary Meeting, Salzburg, Austria – February 3, 2017

Open Meeting – Software

Roll call.

Amaral Fernando (POR), Askiru Niels (DEN), Belova Eugeniya (RUS), Brandelhener Thomas (AUT), Buntz Harry (GER), Cowley Andy (GBR), Dimikowski Goran (MKD), Dimov Daniel (BUL), Ellefsen Oyvind (NOR), Erzen Igor (SLO), Fernandez Antonio (POR), Kolar Andrej (SLO), Kowecny Kamil (CZE), Leinikki Visa-Matti (FIN), Mai Elsa (TPE), Malbos Stéphane (FRA), Kitano Masahiro (JAP), Mai Elsa (TPE), Masteikiene Violeta (LTU), Mathurin Didier (FRA), Nossin Marc (FRA), Oka Yoshiki (JAP), Ovuka Zeljko (SER), Rigg Gordon (GBR), Shelden Jamie (USA), Shipley Mitch (USA), Sonzoeni Barbara (ITA), Thomas Adrian (GBR), Ugljesa Jondzic (SER), Vilkuuna Riikka (SWE), Weissenberger Tom (AUT).

Visa-Matti Leinikki explained current FAI IT ongoing work and projects and summarized the new partnership with Noosphere.

Goran Dimikowski explained CIVL 'Vision'.

Stephane Malbos reported on current discussion with Naviter.

Discussion followed.

Comments were made about the lack of common identification tokens for pilots in the different commissions and categories, and how that this is addressed now.

The main discussion point was around how to ensure organizers have access to update scoring software. The Bureau has started negotiations with Naviter, where the goal is for Naviter to produce a GAP scoring module for the Naviter software SeeYou, as a replacement for FS as mandatory scoring software in Cat 1 events. Naviter already provides the scoring version of SeeYou for free for organizers (but without the GAP formula), as well as the related infrastructure and API's in form of Soaringspot.

If Naviter can implement the GAP scoring in such a way that it is close enough to the scores produced by FS today, CIVL would propose to change the scoring software rule in S7 from FS to SeeYou at the plenary in 2018, with the rule effective from May 2018. A software Working Group should be appointed: it would be involved in the definition of our requests and in the follow-up of their implementation.

Naviter preliminary estimates that it would be possible to have a test version available around May 2017.

The details of the contract with Naviter is still to be finalized and approved, the newly elected Bureau should continue and complete this work.

Another discussion was what to do with FS as it is today. The contract with Flytec did not result in the expected progress with FS, and we currently do not have any proposals or real alternatives ensuring that the required work and progress with FS will happen. If the deal with Naviter works out, this is not a short-term problem, as FS works as it is and can be used for the coming events, Cat 1 or Cat 2.

Norway and Bulgaria suggested that the FS sourcecode should be released under an open source licence, effective immediately, to make sure that it's available for developers who have

interest in contributing and maintaining FS. This can be seen as a plan B in case the agreement with Naviter does not produce a working GAP scoring module, and we have to go back and continue the FS project.

The last discussion was about changing the distance formula from FAI sphere to WGS84, which is required by the FAI general section. This cannot be done on a general basis today for hang-gliding, as the majority of the pilots in the next Cat 1 event will still be stuck with older FAI sphere only instruments (Flytec 6030's), while it is viable for paragliding where the access to newer instruments makes this less of a problem. The timeframe for changing to SeeYou/GAP scoring from May 2018 would include the change to WGS84, and as such it should be a natural point to introduce this change for both hang gliding and paragliding in the rules regarding distance calculations. If possible, we could implement WGS84 as an option in FS in addition the FAI Sphere from now on, and this option could be used where appropriate in PG competitions with large turnpoints.