



**FAI Hang Gliding & Paragliding Commission (CIVL)**

**Minutes of the Plenary Meeting 20-22<sup>nd</sup> February 2004  
Opatija, Croatia**

**Saturday 21<sup>st</sup> February 2004**

**Opening of the meeting**

The arrival of the delegates to the meeting was welcomed by Mr. Tonci Panza, President of the Croatian Aeronautical Federation, Mr. Tomislav Vajda, Secretary General of the Croatian Aeronautical Federation, Mr. Ante Jurij Croatian Civil Aviation Authority representative and Igor Nacinovic, City Rijeka Government representative

**Roll Call & Proxies**

Canada sent a substitute delegate.

The roll call of delegates followed with the following countries present or represented by proxy. Australia, Austria, Canada, Croatia, Denmark, Finland, France, Germany, Guatemala, Iceland, Italy, Japan, Latvia (proxy to Lithuania), Lithuania, Netherlands, New Zealand (proxy to Australia), Norway, Portugal, Serbia and Montenegro, Spain, Sweden (proxy to Denmark), Turkey, UK, USA.

Total : 24 votes (13 majority, 16 – 2/3)

**Conflict of interest**

Mr. Max Bishop the Secretary General of FAI first remarked that in the Sporting Code nothing is stated about violence – i.e. “a sportsman may not assault an official or anyone else”. We have to amend the Sporting Code accordingly.

Note : S7 Already include a chapter “unsporting behaviour” in Chapter 19 of the 2003 version. all those who have a potential or real conflict of interest are required to declare it, either in public or in writing confidentially directly to the FAI. No delegate declared a conflict of interest.

**Agenda was unanimously approved.**

**Modifications to CIVL Internal Regulations (Annex 3)**

John Aldridge presented the proposed changes which passed unanimously

**Approval of Minutes of 2002 Plenary meeting**

The minutes were approved without comments.

**Report of the CIVL President (Annex 1)**

Approved unanimously.

## **Report of FAI Secretary General (Annex 2)**

Regarding the airspace we are dealing with a political problem. The politicians get more votes from the airlines than they do from people like us. We have to attract people to our side. We need to make our events very attractive so the general population will be on our side. This is the biggest problem facing us these days.

New members welcomed to FAI are Thailand, Malaysia, Paraguay, Georgia, Cuba and Libya. We lost Uruguay. Hopefully next year for the centenary of FAI, we might have 100 members. Regarding Taiwan we have associate members for aeromodelling and parachuting.

Unfortunately we had to cancel the WAG because of some objective reasons.

Some historical flights and recreations of aviation events from the past will be made for the centenary of the FAI.

Max Bishop explained the WADA code and the importance of it. Substances that are banned are on the WADA list and there have been some changes as some substances have been removed. Any person who is competing in international competition must avoid the use of these substances.

There will probably be an increase in the enforcement of the Anti Doping Code in CIVL sanctioned competitions, most of these being done by the national governmental bodies. Some of the competitors will probably be tested out of competitions but only after FAI signs a contract with WADA. This is something that could happen in the future.

CIVL officials have a duty to stop people from flying in competitions while under the influence of drugs, alcohol or ill health. Those who are taking medication should declare this.

Flip Koetsier: out of contest anti doping testing has been done in Holland for 3 years both for international and national competitions.

Max Bishop: FAI will do out of competition testing for the international pilots. The national bodies will carry out the testing for their national competition pilots. For the international contests the subjects could be anyone who won a medal at the last World Championship.

Scott Torkelsen asked who is responsible for financing the international testing ?

Max Bishop: WADA said that if we sign a contract, WADA will pay but this might be only temporarily and after a short time FAI will have to pay for it.

Klaus Taenzler: we have to discuss our position regarding out of comp testing. We should be aware that we are pilots who enjoy their freedom, and if such a crazy control mechanism starts this won't be appreciated. We are opposed to such things.

Max Bishop: there is no harm in considering our freedom but what is the purpose of this out of competition testing?

Olivier Burghelle: if CIVL makes a statement against OOC it could be harmful to us.

Max Bishop: maybe we can make a draft which won't make too much harm.

Voting to see if we can discuss such a draft: 2/3 required, 13 in favor out of 24, so it failed.

Giovanni Vitola shared the Guatemalan experience where they share the clinics with the IOC. Their sportsmen are doing a medical check every two months and maybe we can do the same.

## **Review of the 2003 Championships**

**World HG in Brazil:** John Aldridge gave a short report on the championship and directed the attention of delegates to the full report published on the CIVL website.

## **World PG in Portugal: Leonard Grigorescu**

Two takeoffs were used: Larouco and Chaves of which the former was most appropriate.

Pilots registration – the Championship had 145 pilots out of a maximum of 150 from 34 nations. There were 6 tasks flown but due to the weather and task setting only 4 tasks had pilots in goal.

This championship had two new things in comparison with the previous cat.1 event :

- the Anti Doping Control and
- there were no accidents at all, only one parachute deployment.

There was a protest regarding the GPS track of an American pilot but it was after the required time period so the Jury didn't deal with it.

The costs for Anti Doping Control were covered by the Portuguese Government. The results of the tests (5 pilots/day on two days) were negative.

The organization had 48 people including medical team and the press, all were prepared to do their duties.

The second take off in Chaves was not prepared at all and we believe that the organizers never seriously thought that this would be used. As result, the first day of using this take off was chaotic and most of the pilots and teams complained about the situation.

There were no problems regarding the use of airspace and the organizers were also able to use two airfields as goal fields. The opening and closing ceremonies were well organized and local public was in attendance.

In summary the 8<sup>th</sup> World Paragliding Championship was a good competition except for the use of the Chaves take off.

### **World PLA in Slovenia: Zlato Vanic**

At this championship only paragliders were used and no parachutes. There were no serious injuries, just some painful backs or knees. The Competition Director decided to continue to fly all day long (even in thermic conditions) on the first days because nobody could be sure of the weather for the whole week and he wanted to make all 12 rounds. There were 48 competitors (6 of them female) from 10 countries. The championship was conducted in accordance with the rules and all protests (2) have been dealt with.

As a summary the organization was good and we had a good competition.

### **HG Sub committee report and proposals – Dennis Pagen (Annex 4)**

Limitation of ballast – a request was received from a pilot in Class 5 to limit the ballast. It was decided that is not a problem in Class 1 at the present time. However it may be more applicable to Class 5 and 2. The stewards for the Austrian Women's and Rigid's Worlds will determine if there is any need to limit the ballast.

CIVL doctor – it is more important that we have available someone very well trained in emergencies so we changed the name to "emergency technician". The equipment needed depends on how far the site is from the hospital. For those who are not English speaking we need a fast and simple way of communication. The organizer must have an effective plan for how the helicopters and other transportation means will work. The sub-committee felt guidelines for this should appear in the competition organizers handbook rather than in Section 7.

Exemptions – a motion was made from John Aldridge to reduce the exemption time from 60 to 30 days. It passed.

Towing system in Australia – there was a long discussion and a compromise was achieved. Only a public aero towing system was accepted to be managed by the organizer. It passed.

S7 – it will be presented when John Aldridge presents the whole S7.

WPRS – this has to be changed so all the pilots participating in a competition get some points in order to encourage them. It will be sent to Tim Cummings for implementation.

Local Regulations were approved for Millau and Greifenburg. The Local Regulations for Hay are not complete. A sub committee formed by Flip and some others will finish them, and at Flip Koetsier's suggestion these Local Regulations should be approved by the Bureau.

### **PG Sub committee report and proposal – Xavier Murillo (Annex 5)**

we don't know yet who will organize the Euro PG in Kalavrita. During the Plenary we received a mail from Lillian Leblanc stating clearly that the Greek NAC and the Local authorities wished to organise this event at the planned dates.

For the next World Championships in Brazil the Local Regulations just arrived and the sub committee didn't have time to study them.

For the 1<sup>st</sup> Asian Championship we established the selection procedure. (**Annex 6**)

Local Regulations for Greece and Brazil: we need the approval of the meeting so the Bureau can later approve the Local Regulations.

Selection procedure for the future – the idea is to ensure the pilots have flown in competition and the selection procedure should be made easier.

S7 – most points are clarified, but we haven't finished and we would like to appoint a working group to finish the job by the end of March.

The CIVL doctor – in general agreed with the idea. A problem is the third part liability for the CIVL doctor.

Evaluation of bids – Montalegre in Portugal and Morzine in France.

Stefan Mast made a report on these two bids.

- we had problem in Chaves and they don't want to use it anymore, it will be replaced with another site close to the Spanish border.

- the budget is quite similar (a bit higher than the one in Morzine)

Morzine – the take off sites

The main landing in Morzine and two emergency landings

The organizers are very experienced

Nordic proposal about serial class: the way of presentation was to link the accidents to the wings. The proposal is to set up a committee composed of both those for and those against the proposal to have a serial class concept.

Because the Brazilian meet starts in 3 weeks the committee should give Dennis Pagen the right to write the Local Regulations and then the PG sub committee to approve it.

Motion for this Canada, seconded by Netherlands.

Voting the report and the amendments: unanimously approved

#### **PLA Sub committee report – Louise Joselyn (Annex 14)**

To be approved: Moved by UK, second by Netherlands. Unanimously adopted.

#### **Aerobatics PG Working Group – Olivier Burghelle (Annex 7)**

First Olivier Burghelle asked for adopting the report and the expenditure of 1000 Euros for making a CD (catalog of maneuvers). Moved by Guatemala and seconded by Netherlands.

Voting : approved with large majority and one abstention.

Approval of the rules with the amendments shown to the delegates. Moved Netherlands seconded France.

Voting: approved with a large majority and one abstention

#### **Aerobatics and speed gliding working group report – Dennis Pagen (Annex 8)**

Olivier Burghelle questioned - if Vertigo will organize a competition together with HG, Dennis Pagen should work together with the Swiss.

We ran the 1<sup>st</sup> speed gliding championship in Greece but never had a second organizer. Now it looks like France is interested. It would be good to have more international meets before the next WAG.

Moved Netherlands seconded by France

Voting – unanimously approved.

Olivier Burghelle received the official letter for the first Aerobatics championships to be held in Switzerland.

#### **Revision of the sanction fee system for cat.1 events (Annex 9)**

John Aldridge wanted a debate because what had been sent as part of the Agenda was not what the Bureau agreed. Referring to lower than usual numbers at the Worlds in Brazil and the future

champ in Hay, we need to maintain the sanction fee, at least for the HG champ at x CHF/pilot/schedule competition day but with a maximum of 10.000 CHF. With 10.000 CHF for HG it may become unviable to organize competitions.

Spain seconded this proposal.

Voting: passed unanimously.

Olivier Burghelle proposed to use this for competition from now on, for all the events this year.

Seconded Craig Worth.

John Aldridge is not 100% sure how this will work for all the championships and asked to add a proviso that it will not raise the sanction fee for the competitions already awarded. Agreed unanimously. Voting the implementation day: one abstention Scott Torkelsen. This will be implemented from now on.

### **Presentation of bids**

For HG

Croatia will present first

Spain second

For PG

Portugal first

France second

Presentation of bid from USA for the Class2, 5 and Women Worlds.

Unfortunately the bid was unacceptable initially and they rewrote it.

Because of the problem encountered with the deposit for the championship John Aldridge proposed to have a change in our Internal Regulations to read: a deposit according to the latest edition of S7.

Number of votes 22. 2/3 is 15. Voting: 19 votes for this proposal.

Serbia and Montenegro presented the bid for the next World PLA.

Comments and recommendations on the bid from Serbia & Montenegro to run the World Paragliding Accuracy Championships in 2005 by the Paragliding Accuracy sub committee (Annex )

Voting: unanimously accepted.

Switzerland bid for first Aerobatics competition. Olivier Burghelle presented the bid because the Swiss delegate was stuck in Geneva airport.

Voting for the bid: unanimously accepted.

Craig Worth from Australia presented an intention to bid for the next World PG championship in Australia for 2007. There were no questions.

### **Qualification procedure for cat.1 event : Paula Howitt**

Setting minimum standards for Cat 2 sanctioned competitions had been proposed. Xavier Murillo said that the PG sub committee is unanimously against this. Craig said the HG sub committee has the same position as the PG sub committee.

John Aldridge explained why the system has been abused before and has an impact on safety of pilots in competitions. It was proposed to remove the requirement for minimum numbers in cat.2 event: move John Aldridge second Niels Jorgen Askirk

Voting : unanimously approved.

Selection criteria for Asian Champonship: already discussed and approved by the PG sub committee.

**Future of the WAG.** Already covered in Max Bishop's report.

Klaus Taenzler asked what chances are in the future for organizing a WAG. Max Bishop responded that we don't have too much control, but it depends on what country will bid and if it won't be 2007 then it might be in 2009.

### **Badges, Records & Flight Verification sub committee**

Last year the chair of this sub committee was taken by Anestis Paliatsos, but after his resignation from CIVL there was no one to do the job. At Olivier Burghelle's suggestion Scott Torkelsen will chair the sub committee and he asked those who are willing to help to run this sub committee to contact him.

**Sunday 22<sup>nd</sup> February 2004**

### **Roll Call**

Australia, Austria, Canada, Croatia, Denmark, Finland (proxy to Iceland), France, Germany, Guatemala, Iceland, Italy, Japan, Latvia (proxy to Lithuania), Lithuania, Netherlands, New Zealand (proxy to Australia), Norway, Portugal, Serbia and Montenegro, Spain, Sweden (proxy to Denmark), Turkey, UK, USA Total votes : 24.

### **WPRS HG Working group report and proposal – Michael Zupanc, presented by Craig Worth (Annex 13)**

Tim Cummings will provide a formula. Craig Worth will ensure this and that Paula can deal direct with Tim to sort out problems.

HG adopted this subject to some small changes. PG will still compare the two systems and will make a decision next year.

### **Award of the 2006 Championships, signature of the organizer agreements.**

1<sup>st</sup> vote for the 2006 European HG Championship

Croatia 14 votes

Spain 9 votes

1 abstention

Croatia will organize the 2006 European Championship.

2<sup>nd</sup> vote for the 2006 European PG Championship

France 16 votes

Portugal 7 votes

1 abstention

France will organize the 2006 European Championship

There was a request to reopen the discussion on the Anti Doping Code

Move USA Seconder Germany

19 votes so 2/3 majority – the discussion is reopened.

Klaus Tanzler – the WADA code introduces a new reporting system for out of competition testing. These requirements for the top pilots are: they have to sign a report on a daily basis to specify where he/she will be. If they are under medication they have to have the prescription in their possession at all times. In a fitness training program sometimes they could use energy drinks which may not have all the ingredients on the label and they could make a mistake unintentionally.

Scott Torkelsen wanted to know what we are negotiating and if we have any power to negotiate.

Max Bishop – we can't start negotiating right now for all the issues, maybe just for out of competitions testing. WADA said they will pay for 100 tests per year (at the beginning at least) for out of competitions testing.

Klaus Tanzler – it is not yet on the paper but he has another concern: if FAI is free to decide which sports will take the tests this is unfair. Klaus Tanzler suggests that the Anti Doping rules should be the same for all the sports.

A motion was put forward as follows :

“CIVL takes note that the FAI General Conference accepted the WADA anti-doping Code by an overwhelming majority; expresses satisfaction that there will be no change in the long-established discretionary policy regarding the funding of anti-doping tests by FAI Commissions; and has confidence that FAI will negotiate with WADA an acceptable solution concerning the problem of out-of-competition testing, which CIVL views as an inappropriate invasion of privacy.

CIVL requires out-of-competition testing to apply equally to all FAI Air Sport Commissions.”

Moved USA seconded Canada

Voting: unanimously adopted.

### **Safety & training sub committee report and proposal – Klaus Tanzler (Annex 10)**

There was a short report about EHPU regarding airspace – there is a new European regulation for insurance for passengers. HG and PG are excluded from that so this is the first victory against the European bureaucracy.

It was proposed to set up a working group chaired by Tor-Erik Stranna with Scott Torkelson to study safety and serial class. Seconded Finland: unanimously approved

Next year the Italian delegation will raise the safety of HG in competitions after studying data during the year especially rigid wings. DHV has safety notifications and data on all gliders. Everyone is recommended to view this.

### **CIVL doctor (Annex 11)**

A revised paper has been produced to include recommendations of HG and PG sub committees.

Proposed Scott Torkelsen, seconded Chris Borra: unanimously approved to include it in the competition organizers handbook. Olivier Burghelle then asked Xavier Murillo to give a deadline for publication of the revised edition or the contract would expire. Xavier confirmed a set deadline for the end of July 2004. If production of the Organisers Handbook is not met, the agreement for payment will be void.

Coated wires. It was decided we should do a tests to establish whether the parachute bridle can be cut easier or not with coated cables or thicker diameter cable. Angelo Crapanzano can do a test in the next 10 days. It was proposed that the Bureau will adopt whatever type of cable is shown to be safer according to the test and include the rule in Section 7. Proposed: Australia, Seconded: Netherlands

Voting: unanimously approved.

### **Treasurer report and budget (Annex 12)**

Paula Howitt presented this (Stephane Malbos couldn't attend the meeting)

Moved UK, Seconded Serbia. Voting: unanimously passed.

### **S7 presented by John Aldridge**

Olivier Burghelle thanked him for the tremendous work he has done with S7

The S7 is now split in 4 parts – HG, PG, PA and Record & Badges

John Aldridge explained the way Section 7 is now structured and that the other modifications had already been discussed in the sub committees so he is asked for adoption.

#### S7-A (HG)

Australia moved, seconded Italy. Voting: unanimously passed

#### S7-C (Paragliding Accuracy)

Moved Italy, seconded Netherlands Voting: unanimously adopted

S7-B (PG) The PG sub committee still has some work to do so they need some time. John Aldridge ask the Bureau to be empowered to adopt the changes later.

Deadline: end of March

Moved USA Seconded Italy Voting: unanimously approved.

#### S7-D (Record & Badges, Flight verification)

Last year we had a volunteer to chair this sub committee – Anestis Paliatsos, but he withdrew without any progress. John Aldridge did some work even though he is not an expert, but he produced a document which will move us forward. Now Scott Torkelsen will chair this sub committee.

John Aldridge introduced the GPS evidence for record claims.

Olivier Burghelle ask if it introduces a rule for the cylinder to be used for record claim, John explained this had been done last year but the necessary definitions have now been added. Also the rule regarding the amount some new records must be bettered by changed from 1% to 1 km. Angelo Crapanzano – it will be a problem for the pilot to prove the software he uses is secure enough as evidence. Max Bishop suggested this will be done between the pilot and NAC and then between NAC and FAI. Angelo Crapanzano – it should be right for this year it should be made clear in S7 that this proof is needed. It was agreed this would be added.

Moved by Denmark and seconded by Netherlands. Voting: unanimously approved.

### **Dates and venue of the next meeting**

#### **Bids to host**

Guatemala presented its bid

USA presented its bid

Voting: 19 for Guatemala, 5 for USA

Voting between Lausanne and Guatemala: 22 votes for Guatemala, so the 2/3 majority has been reached.

The next CIVL meeting will be held in Guatemala between 18 and 20 February 2005.

### **Elections**

For: President

3 nominations, only Olivier Burghelle accepted so Olivier Burghelle is declared president for the next year.

For: Vicepresidents

Accepting; John Aldridge, Scott Torkelsen, Flip Koetsier, Jim Zeiset.

They were all declared vice-presidents for the next year.

For: Secretary

Leonard Grigorescu was the only proposed person to accept so Leonard Grigorescu was declared secretary for the next year.

For: Treasurer

Stephane Malbos and Jim Zeiset accepted.



Voting – 12 votes for Stephane, 11 for Jim Zeiset, Germany is missing  
Stephane Malbos was declared treasurer for the next year

**Various announcements:**

The Bureau decided to recommend to the organizer of the HG World Championships in Hay to invite applications from the top 6 women after the Women's Worlds Championships 2004 (Austria)

Slovakia has declared an intention to bid for a World HG Championship in 2007, the main sponsor being the same as the one for the Euro HG in 1998

China is running a category 2 event in Linzhou the place of the World Cup event in 1997. This is to celebrate the 10th anniversary of Linzhou being a City. The dates are already fixed 9<sup>th</sup> to 15<sup>th</sup> September 2004. There will be prize money and the food and lodging on site will be included in the entry fee (100 USD)

**President's closing remarks.**

Olivier Burghelle thanked everybody for the good work done by the plenary and declared the meeting closed.

## President Report 2004 Opatija

### Bureau activity

In 2003 the following cat 1 championships have been run:

- World HG in Brasilia
- World PG in Montalegre
- World PLA in Slovenia

The following test competitions have been run

- Euro HG in Millau
- Euro PG in Kalavrita
- World female HG and rigid in Austria
- World HG in Hay

Some Bureau members took actively part in these events as CIVL Officials

During the Sinaia Plenary no bid was presented for the 2005 PLA World Championship.

Recently Serbia and Montenegro accepted to run this championship and it will be presented to you for approval.

The WAGs in 2005:

We had several meetings of the ASC Pdts and the FAI executive Board concerning the WAGs:

- in April Friedrichshaven where Flip was present a new WAG LO
- In October during the FAI GC in Poland
- In January in Lausanne

Although much progress was done concerning the required financial guaranties the Executive Board finally took the decision not to run the next WAGs in 2005: Max will certainly give you some more details when he reports.

In the last meeting, decisions have been taken to harmonise the naming of FAI events, to standardise formats for awards ceremonies, to develop media check list for events organisers and to modify the bidding process in each ASC to include questions on how the organiser intends to implement the environment code of conduct.

One month ago I attended the CASI meeting where the GS has been amended to cope with the new anti doping code. Max will give an update info about drug testing that created a lot of rumours. Concerning the records, it has been said that the main issue was the lack of pre declaration in due time. It has been reminded that the responsibility of implementing the rules are on the Official observer and on the pilot himself. I mentioned as well the use of cylinder as observation zone for the turn points that is in contradiction with the present FAI sector and that already led to the refusal by a NAC to declare a record as national record. I have been suggested to make a proposal to introduce this possibility as observation zone, but it has been emphasised that the present wording allowed the commissions to differ from them for good reasons.

The Aerobatics season has been quite active and productive: I will report latter.

Following the withdrawal of Anestis from the chair of the Flight verification subcommittee, not much work has been produced and no working session could be organised as I couldn't find anybody to replace him. However all his comments have been taken into consideration in drafting the new section 7.

The new world pilot ranking made some progress and I hope that the Plenary will be able to decide its implementation.

In October, the Bureau met in my place in Pleguien for a 3 days meeting to prepare the Plenary session and you could find on the web the minutes of this meeting.

The CIVL activity has been dramatically developing since a couple of years with category 2 events, PLA, Aerobatics and continental championships, The consequence is an increase in our financial resources but our human resources are still the same and we need more and more manpower. It's a bit frustrating to have money and not to be able to produce the work we should do because of lack of manpower. My conclusion is either some more volunteers get involved or we should think of hiring professionals.

Before concluding my report I have to inform you that all the Bureau members are prepared to stand for re-election except Zupy who declined. As we need people to work in the Bureau, I will ask the nominees to declare before the elections in what field they wish to serve especially I need somebody to take the chair of the Record Badge and flight verification sub committee.

I have been asked to give a brief report on the air space developments in Europe.

FAI is represented in ICAO and according to our representative ICAO is interested in the work produced by the European regulatory authorities as they are very interested in harmonisation: This could include the air space as well:

Concerning Air space the situation has not much changed; the FL X is already commonly agreed to be FL 195. The class of air space above should be C to allow VFR flights with all the associated requirements Discussions are still in progress to define Flight level Z that could be 135, 115 or 95. EAS would like the FL 135 being adopted but we must realise that we have not many arguments for this level and we should be prepared to accept a compromise. One year ago the EHPU defined a lower limit under which our sport would be in danger: FL 95 or 2000 feet above ground whatever is higher.

By the time being Germany and France do not want to change their respective levels and Max put forward the idea that we should support the idea of keeping the FL Z under the national responsibility. The class between FL X and FL Z is not yet defined but would probably be class D or C, prohibiting this air space for us.

An other fear is the mandatory transponders in controlled air spaces including class E. In a longer term it could be possible to find light weight and low consumption transponders but at present nothing exists and it means that when transponders become mandatory we are expelled from this air space. This implies tough negotiations at a local level to bargain exemptions with the ATC.

As a conclusion, the situation is not dramatic yet but could be in a near future and we must be prepared to react quickly at any level.

This is the end of my report

Olivier Burghelle

**FAI ANTI-DOPING RULES AND PROCEDURES**  
**REPORT FOR CIVL MEETING OPATIJA – 2004****Background**

The World Anti-Doping Code was adopted in Copenhagen in March 2003. It was drafted by WADA (World Anti-Doping Agency) in consultation with governments, national sports bodies, international sports federations and the International Olympic Committee.

The Code has since been adopted by most of the governments of countries where major FAI events are commonly held. A United Nations agency (UNESCO) is at an advanced stage of developing an international agreement, the effect of which will be to make the WADA Code automatically applicable in all UN member countries.

Many international sports federations have also accepted the Code, including FAI (decisions of the FAI General Conference in Krakow, Poland, October 2003).

By accepting the Code, the FAI has agreed to develop rules and procedures that will give effect to the WADA anti-doping provisions. Draft rules and procedures, together with appropriate changes to the General Section of the FAI Sporting Code were adopted by the FAI Air Sport General Commission (CASI) in January 2004, for implementation on 1 April 2004.

**Consequences for Competitors**

The visible consequences of the change from the FAI's previous anti-doping rules to the WADA Code are as follows :

- The list of banned substances will be the current WADA list, rather than the IOC list (which no longer exists). There have been a few changes to the substances included. Beta-blockers, alcohol and marihuana remain on the list. Any person who competes at international level MUST avoid consuming any of the prohibited substances. (The only exception is if the substance must be taken to treat an illness, and there is no permitted suitable substitute. In this case, the competitor must obtain a <Therapeutic Use Exemption>).
- There could be an increase in the number of anti-doping controls carried out at CIVL-sanctioned competitions. Most of these will be conducted by national anti-doping agencies.
- At some unspecified future date, a very limited number of FAI competitors could become liable to out-of-competition testing. This matter is currently under discussion With WADA, and will definitely not affect CIVL in 2004.

Otherwise, the anti-doping regime that has been in force for the last decade in FAI will continue much as before.

**General Observations**

Whatever FAI/CIVL decides to do, competitors at international hang gliding and paragliding events will remain subject to anti-doping controls, as a result of decisions taken by national authorities.

Consumption of some substances, notably alcohol and marihuana, is incompatible with flight safety. Therefore, regardless of whether or not anti-doping controls are carried out at a competition, all CIVL officials (such as Stewards, Jury Members, Judges) have a duty to intervene and prevent any person whom they suspect to be under the influence of such intoxicating substances from flying. This has nothing to do with WADA Code. It is just exercising the general responsibility for ensuring flight safety which every CIVL official automatically assumes. It should be noted that obvious and debilitating illness would also be a reason to intervene and ground a competitor who did not have the good sense to remain on the ground.

Please impress upon all your pilots that they must take the anti-doping rules very seriously, and abstain from prohibited substances. For further details see :

<http://www.fai.org/medical/nodoping.asp>

Max Bishop  
FAI Secretary General

20 February 2004

### **Amendment to the CIVL Internal Rule:**

You will find attached to the Agenda the Internal CIVL Rules with the proposed wording amendments aiming at

- 1) Addition of a clause allowing the co-optation of a Bureau member when we don't have volunteers elected during the Plenary for the Secretary and Treasurer post.
- 2) Addition of a clause allowing the President to delegate his powers to a vice President when his not available.

These amendments need a 2/3 majority vote to be passed.

In addition an amendment introducing the declaration of interests at the beginning of the Plenary is automatically introduced following a FAI General Conference decision.

## HANG GLIDING COMMITTEE REPORT 20-2-04

Chair: Dennis Pagen

Present; Paula Howitt, Jose Sanchez Garcia, Didier Mathurin, Niels Jorgen Askirk, John Aldridge, Flip Koetsier, Koos De Keyser, Jim Zeiset, Craig Worth, Giovanni Vitola, Herbert Seiss Joseph Salvemoser, Tom Weissenberger, Zlatko Vokecevic, Angelo, Crapanzano.

**LIMITATION OF BALLAST**—At the present time it is considered that there is no problem with the use of ballast in class 1. The request for the limitation of ballast came from class 5. There is an action item for the stewards, Paula and Flip to monitor the situation in the other classes at Greifenburg and report to this committee on the subject.

**CIVL DOCTOR**—The committee decided to maintain the declaration on medical services in Sec. 7. We agree with the principles of the Emergency Personnel clarification (with changes) and wish to add it to the organizer's handbook. The organization (Meet director, Safety Director and Steward) will have a plan to determine: Required Personnel (including number); equipment; communication devices and method of transmitting information effectively; transportation plan (list of facilities); plan for daily positioning along course line. It was pointed out that Doctors are not necessarily trained to be first responders. Emergency technicians are more appropriate for our purposes.

**EXEMPTIONS**—Motion by John to reduce the exemption time from 60 days to 30 days. Second Juaki. Passed by 10 for, one abstention. Discussion: for hang gliding the administration is easy enough that this change creates no hardship for the selection committee.

**DISCUSSION OF TOWING SYSTEM IN AUSTRALIA**—The system of towing at the World Meet was discussed. The original arrangement was to leave it up to the teams to contract with the limited towing operations. Motion: Jim Zeiset—The towing in Hay will be public: all tugs will tow the pilots in his or her line. Pilots will pay a standard fee for aerotowing throughout the competition. Second by Giovanni. Vote: 9 for, 2 opposed. Craig Worth moved to allow an ordered launch. Motion failed due to lack of a second. Jim moved to adopt and open window launch system. Second Koos De Keyser. Motion passed, 8 for, 2 opposed.

**SEC. 7**—This committee reviewed the proposed Sec 7 changes and approved them with minor changes. The material will be presented by the Sec. 7 committee.

**WPRS**—It was agreed to adopt the new proposed WPRS system with a change to the formulation so that the Pp (Pilot points factor) remains above zero until the last pilot. Action item: Craig Worth to consult with Tim Cummings to implement this change.

**LOCAL REGULATIONS**—The following regulations have been approved by the respective sub-committees and subsequently by the Hang Gliding committee:

Greifenburg Class 2, 5 and Women's Championships.

Millau European Championships.

The approval of the Hay Class 1 Championships has been postponed until the steward, Flip in conjunction with Steward Jim and Craig Worth consult with the organizers to complete some details. The completed rules will then be presented to the Bureau for approval. Action item: Flip Koetsier.

BID PRESENTATION—A sub-committee reviewed the bids from Croatia and Spain to check for completeness and offer suggestions. The bids will be presented at the appropriate time.

Respectfully Submitted,  
Dennis Pagen, Chairman



## PARAGLIDING COMMITTEE REPORT 20-2-04

Chair: Xavier Murillo

Present; Scott Torkelsen, Esa Alaraudanjoki, Rasa Grigoraitiene, Vytautas Grigoraitis, Stefan Mast, Yoshiki Oka, Leonard Grigorescu, Fred Escriba, Tor Erik Stranna, Agust Gudmunsson, Chris Borra

### **Progress reports :**

#### **Euro Paragliding 2004 in Greece :**

Meet Director has resigned. Xavier Murillo is not wishing to take over with an „unknown” organizing team. He is waiting for more information about the organizers to take a decision.

Greek federation is confirming they will organize the competition.

#### **World Paragliding 2005 in Brazil :**

No news at the moment.

#### **Asian Championship 2004 in Korea :**

Organization going well and waiting for our decision about selection procedure and non-Asian entries procedure. Team size will be 20+3, providing the pilots fits the selection requirements.

### **Selection procedure :**

WPRS ranking with a limit (to be fixed) OR two flights over 30 km in international (preferably) or national competitions with a time limit of three years. This will be checked by the selection committee. Till the registration deadline, non Asian pilots will be selected following the WPRS. After the deadline, the rule will be first in, first serve.

### **Local regulations :**

Greece : The local rules are not known at the moment (latest : Olivier received them).

### **Selection procedure :**

The committee is proposing a selection procedure the same way as described for the Asian continental championship.

WPRS with a limit

Or

“x” Flights over “y” kilometers

### **Section 7 :**

Most points have been revised and cleared with the Section 7 sub-committee. The committee is wishing to appoint a working group to finish the work with a deadline on March 30<sup>th</sup> (Leonard, Chris Borra, Xavier, Agust Gudmundsson)

### **CIVL doctor :**

The committee agree in general on the proposal with some comments.

- By contracting an external doctor, the organization is not anymore 100% in charge of safety. The effects of taking out some responsibilities from the organizers must be evaluated.
- Third part liability, insurance coverage of the doctor has to be solved.
- 

### **Evaluation of bids :**

Both places are good flying places providing the Chaves take off is bettered.

Questions are raised about the experience of the new Portuguese organizers.

### **Nordic proposal :**

It is approved to create a working group to investigate the serial class concept for paragliding competitions (namely Fred Escriba, Stephan Mast, Scott Torkelsen, Tor-Erik Stranna...). A proposal will be made to the next General Assembly.

## **Selection procedure for the 1<sup>st</sup> Asian Championship 2004 in Hadong (Korea)**

### **Asian pilots and non Asian pilots will follow the same rule**

The minimum requirements for a pilot to enter this Championship is

- either being ranked in the top 1000 of the current WPRS
- or having performed twice 30 ks in an international competition during the 3 previous years.

#### **A). WPRS ranked pilot**

The pilots ranked in the top 1000 of the current WPRS will be accepted. The current WPRS is the one on the FAI website till march 1st. Then this list will stay on the site as criteria for acceptance in the Asian championship.

<http://www.fai.org/paragliding/rankings/>

#### **B). 2 flights over 30 km flown in competition (international/national).**

These flights must be submitted to the Asian Championship Selection Committee. Flights performed during International cat 2 competitions must be submitted with the name of the competition, the location and the date.

Flights performed during national competitions must be submitted with the name of the competition, the location, the date, full results and organisers contact.

These flights should have been fulfilled not later than 3 years.

The selection committee is composed of

- Soo Yeol Lee <mailto:worldpara@korea.com>
- Paula Howitt <mailto:paula@fai.org>
- Olivier Burghelle <mailto:olivier.burghelle@wanadoo.fr>

Each NAC must send to Paula the selection of pilots they wish to enter.

### **NON ASIAN PILOTS**

Till the registration deadline, non-asian pilots will be selected following the WPRS. After the deadline, the rule will be first in with entry fee paid, first served.

## Report on aerobatics WG activities

### Background:

#### Hanggliding:

This activity exists since a long time and is well developed in the USA. In Europe by the time being only Vertigo is proposing this format since Illinx in Roquebrune gave up. In Norway there is an attempt to develop this format. The promoter Arne Hillersat at the last news seems to have convinced the Norwegian CAA

The HG aerobatics has been included in the CIVL rules when establishing the WHGS with its 3 formats: Cross country, Speed Gliding and Free Style which is actually aerobatics.

The WHGS as an FAI division has been dissolved last year and these formats are now under the umbrella of the HG competition subcommittee chaired by Dennis. Actually the Aerobatics WG has not been able to deal with the HG aspects and I asked Dennis to co-ordinate a WG for HG aerobatics. He will report.

The harmonisation of the free style rules is a topic of his next agenda especially in view of the possibility to run the WAGs in 2005 or any world meet..

#### Paragliding:

Last year in Sinaia the Plenary has decided to include aerobatics in the WAG program with 20 votes in favour, 7 abstentions and no vote against. That was a clear message for me to continue in that direction.

The aerobatics WG meeting in Lausanne March 2003 finalised the IACR for the 2003 season. In addition it has been decided to keep updated a World Aerobatics Pilot Ranking by CIVL and to include in this ranking the pilots with an FAI valid sporting licence and provided the events seek for being sanctioned as FAI cat 2 events following the normal CIVL procedure.

The result of the season is the following:

- 5 events
- 80 pilots representing 16 countries: Spain, Argentina, Switzerland, Slovenia, Venezuela, Norway, Czech Rep., France, Austria, USA, Brazil, Greece, Macedonia, New Zealand, Turkey, India.
- only the top 20 pilots of each event were awarded points. 49 pilots got points
- No accident in paragliding one in HG with more fear than harm.

The rules of the 2003 tour have been included in the proposed revised Section 7 paragliding.

Three weeks ago the WG met in Aix les Bains to finalise the 2004 season rules with no major changes and they are proposed for adoption at this Plenary meeting

The 2004 season will certainly include more events and we already think of organising a world cup tour in 2005 in co-operation with the PWCA to limit this tour to 5 events, the others being included in the WAPR for selection purposes.

## **Present situation concerning the problems faced by this format**

### **Equipement:**

We understood that no manufacturer will put on the market specific design for aerobatics simply because these gliders cannot be sold to any pilot. The pilot must be qualified for aerobatics. In the CIVL aerobatics rules we introduced the obligation for a pilot to fly aerobatics to provide the manufacturer authorisation as it is the rule for prototypes. This to make sure that the manufacturer knows who is going to fly his glider and also we transfer the responsibility to the manufacturer. Maintenance is as well an important topic; The rules require the manufacturer to pay attention to this aspect and we require a recent authorisation (less than one month), drawing the manufacturer attention to the fact that a glider flying aerobatics suffers from heavy wing loading and Gs. So maintenance responsibility is transferred to the manufacturer.

### **Training programs for aerobatics.**

Up to now the aerobatics pilots are self made men. I recently met Arne Hillerstat the aerobatics promoter in the Norwegian AeroClub who is working on a kind of Aerobatics para pro. He told me that he will pass on the program when it's finished to be used by CIVL as a reference.

### **Insurance coverage:**

This is the key point, we cannot run any competition without a proper insurance. In some countries the problem is solved in other not yet.

### **The Competition rules:**

The WG met twice after the season to assess the season and to amend the rules in view of the 2003 experience, the modifications will be proposed to you for adoption.

### **Selection criteria:**

By the time being each Aerobatics event is running selection rounds the first day to assess the pilot's ability to participate. In the 2004 rules we introduced the possibility for pilots having achieved a good ranking to be automatically selected.

### **Accidents:**

Accident rate Zero is impossible in our sport as in any sport. I believe we achieved with our rules a good environment to limit accidents to incidents. But I urge organisers to follow the rules especially concerning safety particularly with respect to the necessity to perform aerobatics competitions above water and to check the pilots ability and equipment.

### **Miscellaneous:**

- Catalogue of manoeuvres . Rather than publishing a leaflet with the description of the various manoeuvres the WG wishes to edit a CD showing the manoeuvres. To produce this work, the WG needs some budget that has been estimated to 1 000 Euros.I wish the Plenary to accept this budget to be covered by the CIVL finances.
- Judges : By the time being only 4 senior judges are available. We have to plan training courses to include more judges.
- Rules: The WG wishes the set of rules to be downloaded separately from the S7 PG, not to spread all the S7 PG to aerobatics competitors.

## AEROBATIC AND SPEED GLIDING COMMITTEE REPORT

17 Feb., 2004

Aerobatic flying of hang gliders has been developed over the years to a state of maturity. At this point in time, there are sufficient experienced pilots and meet organizers to hold a valid contest that is pleasing to both the public and the pilots. However, there is still a need for uniform rules and judging, as well as training for judges before we can consider the CIVL's program is complete. This committee is in the process of gathering the various rules used in aerobatic competition to compare with the current rules in the CIVL's archives. These rules were developed by the World Hang Gliding Series. There is perhaps a need to simplify these rules, then work toward incorporating them into Section 7.

Currently, Vertigo is the only event that is on the map right now for hang gliding aerobatics. However, there is a show of interest from an organizer in Norway to produce an event. These events are very spectator friendly and can be run safely, so we deem it worthwhile to pursue this form of flying.

Speed gliding has also reached a point of maturity, but it has also become an endangered species. With the termination of the Red Bull events, there are no large sponsored events that we are aware of. There continues to be speed gliding events in the US, but they are no longer frequent. However, the problem is not the pilots, for there are plenty of experienced and enthused pilots to have a valid speed gliding event. The problem remains with the organizers and the publicity. It is hard to get the public to attend an event that begins at 6:00 am. There is a proposal to use aerotow vehicles to tow pilots to a specified height and let them go through a course that is defined by ground markers. The towing part of this formula works very well and had been run at several speed gliding events. The ground course maneuvers have been used in the past and can provide interest for spectators if set up properly with a good announcer. This format may not appeal to the same pilots currently practicing speed gliding, but there will always be pilots who will train for such an event if it is in the public eye. This format is what is envisioned for the World Air games because it is versatile and can be run over flat ground.

The postponing of the WAG may take even more impetus out of speed gliding, but we should be prepared in the event that the WAG becomes a reality. Also, there is at least one country expressing interest in putting on a major speed gliding event. Aerobatic flying will continue to take place without the WAG, since there are several organizers currently putting on events. But again, there is a need to consolidate the rules and provide guidance.

## **Sanction fee for first category event**

(approved in Opatija 22/02/04 for immediate implementation)

For world championships the sanction fee is based on 5 CHF per pilot and per scheduled competition day, including the rest day if any, but not including the practice days or specific days dedicated to opening or closing ceremonies, with a maximum amount of 10 000 CHF.

For continental championships, the sanction fee is based on 5 CHF per pilot and per scheduled competition day, including the rest day if any, but not including the practice days or specific days dedicated to opening or closing ceremonies, with a maximum amount of 6 000 CHF.

The 50% rebate for the first Championship organised in a specific class and category remains unchanged as well as the deposit.

This rule applies as well for the championships awarded before 21/02/04 unless the previous system is more favourable for the organiser

## **Sub committee safety and training**

2004 Report by chairman Klaus Tanzler

The items of the Safety & Training working group have been discussed with the other working groups involved.

### Paragliding Serial Class

It is agreed by the Paragliding working group to start a “serial class” working group which should prepare a proposal for the next CIVL plenary meeting.

Tor-Erik Stranna is prepared to chair the working group. He expressed the need for having at least one devil’s advocate within the group and experts for investigating the several aspects involved. Scott Torkelsen is willing to take part. DHV and FFVL would be prepared to send experts to the working group.

Tor-Erik Stranna’s questions according the existing regulations for competition gliders have been discussed. There is no proposal to change these rules at present.

### Hang Gliding Serial Class

Within the Hang Gliding working group the Italian delegation has announced they intent to bring forward a serial class proposal for Hang Gliders Class 1, 2 and 5 to the next CIVL meeting. In 2004 a Hang Gliding working group of EHPU will investigate the technical problems involved.

### CIVL Doctor

The CIVL Doctor proposal (Annex 10) has been discussed within the paragliding working group and within the hang gliding working group. The paragliding working group supported the proposal. The hang gliding working group suggest some changes. The Hang Gliding Chairman will report on this.

### Ballast limits and coated cables for Class1, 2 and 5

**Ballast** has been discussed within the Hang Gliding working group. The Hang Gliding chairman will report on this.

A new requirement for **coated front to rear cables** on hang gliders has been discussed together with the Hang Gliding working group. The majority was in favour of test should be made first to clarify if coated cables are more safe concerning cutting the parachute bridle.

In case coated front to rear cables have to be used in FAI competitions the Section 7 rule 22.2.1 has to be changed to :

“The minimum diameter of any structural external wire cables is 1.9 mm or 5/64 inch **excluding any coating.**”

## EMERGENCY REQUIREMENTS

The meet organiser should ensure that these policies are implemented and upheld by the meet director.

The emergency personnel should remain on site during the whole competition, including the official practice days.

The emergency personnel are to remain in contact with the organisation and the safety officer until released from duty. They require a mobile phone and a radio in order to monitor the organisation and emergency frequencies. The emergency personnel and meet officials establish a clear and simple method of transmitting position and access information.

The emergency personnel is to carry a GPS and a map and understand how these are used, or be accompanied by a person who does know. Maps (preferably with turnpoints) should be co-ordinated so emergency personnel and officials can communicate.

Before the first practice day, the organiser should make contact with the local emergency services, confirm the helicopter response time and establish the most suitable hospital able to accept severe traumatic injuries. Ensure that the rescue service is operational throughout the competition.

Helicopter equipment should include as a minimum:

- Winch
- Spinal stretcher, for back injuries
- Medical monitoring equipment
- Oxygen
- Intravenous fluids
- Means of communication (radio, mobile phone)
- GPS

Ambulance equipment should include as a minimum:

- First aid qualified personnel or firemen
- Spinal stretcher, for back injuries
- Medical monitoring equipment
- Oxygen
- Intravenous fluids
- Means of communication (radio, mobile phone)
- GPS

Equipment for emergency personnel should include::

- First aid qualified and trained in emergency medicine, speaking English
- Hold first aid equipment for the treatment of severe trauma, including spinal injuries;
- Intravenous fluid
- Manual pulmonary ventilation
- Emergency drugs (analgesic and resuscitation)



- Dressings for minor wounds
- Splints for immobilisation
- GPS
- Means of communication (mobile phone, radio)

## Zupy report on the WPRS to the CIVL Plenary in Opatija

What is wrong with the old system?

- There is no time devaluation on the competitions. Therefore there is the unusual effect that the ranking changes just as much when competitions drop off the list, as when they are added to the list.
- All competition results are entered manually into the system, which is a time consuming and subsequently expensive process.
- The system makes no allowance for pilot quality. Competitions such as the Florida aero-tow competitions and the Bogong Cup in Australia have comparatively small numbers of competitors, however apart from World Championships and Pre-Worlds, these competitors are the best in the world. Under the existing system these competitions will attract fewer ranking points than competitions that have larger numbers of "lesser pilots".

The current system uses competitor numbers as the sole way as determining the quality of a competition (apart from the Category 1 and Category 2 distinction) with maximum quality being reached when 100 competitors are entered in the competition.

Few Class 1, 2 or Class 5 competitions have 100 competitors, therefore the competition points on offer become a purely arbitrary figure based on how many pilots turn up. The comp organiser can raise the number of ranking points on offer by including incentives for more local pilots to enter the competitions, so therefore the competitions gains more world ranking points, more prestige and therefore more pilots next year.

We are trying to determine a realistic ranking, therefore we must compare good pilots against other good pilots. Good pilots should be attracted to a competition because other good pilots will be there. With the current system, to maximise your world ranking you would attend competitions that have lots of lower ranked pilots and avoid the comps with the top pilots. This is a bad way to build a valid ranking.

The system of time devaluation (or rather lack of) in the current system is somewhat curious as it is a bit odd that the ranking can change when no new competitions have been held, so the new system has a time devaluation process. The process works by grouping competitions into "seasons" where all the comps within that season are scored equally in terms of time devaluation. These seasons are set by the person that is managing the ranking and would be set so that the northern hemisphere summer is one season, southern summer another season and the intervening spring/autumn's are again separate seasons. The start and finish dates of the seasons are not critical and can be adjusted so that all suitable competitions are grouped together. Or, the seasons can be set up to simply have competitions lumped into logical groups.

Data entry. Remember when RACE was produced (at great expense) so that there would be a universal scoring system, within which different scoring modules could be used (so that local variations can be used where appropriate) while the output of the results was always in a common format for analysis and discussion?

The new ranking system uses the same philosophy. It has different scoring formulas to suit different classes and it can be easily modified where necessary because it runs on

standard database utilities (Access database and MySQL/PHP for the web presentation).

The new system imports results from RACE data, so it drastically reduces the workload and hence cost to CIVL in maintaining the database.

However, while Hang gliding competition is pretty much scored with RACE, many Paragliding comps are not. There was to be a conversion tool to change the output from other systems to a "RACE like" format. Copies of the database have been sent to a variety of people in the Pg scoring world, but as far as I know, no progress has been made in this respect.

The new system takes into account the different numbers of competitors in different competition classes. The system was designed for Class 1 competitions, and was set up to suit the pilot number/pilot quality that is found in Class 1 events.

Class 2, 4 and 5 events have fewer competitors and so the formulas are altered slightly to reflect this. Class 3 competitions have typically more competitors, and so again there are differences in the formulas. The existing system makes no allowances for differences in the disciplines. The existing system cannot be changed by anyone except the original designer.

The system of Category 1 and Category 2 competitions is entrenched within the existing system. The high scoring Category 1 competitions, which are a feature of Europe because of the huge array of different countries that are very close together, will always produce a bias in favour of European pilots. The new system has the flexibility to show results in the current Cat 1/Cat 2 format as well as a single group.

I would expect that because CIVL is European dominated, the status quo will remain in this respect, however the new system at least allows the possibility of an enlightened era producing reform in this area.

The new system allows huge savings in time by using the importation of RACE results. The new system allows flexibility for changing formulas or for running multiple formulas. The old system has all the results being entered manually, as well as this, the non-RACE results have to be entered manually in the new system. This means that it is a huge job to run two systems (new vs old) for comparison, which has been a sticking point with some members of the CIVL bureau. Results either have not been available or produced too late to be any good.

The new system has been running since 2001, so it has the potential to produce a valid, complete World Ranking System, if only the Plenary allows it to.

The CIVL Plenary needs to approve at least the Hang Gliding side of the new ranking. This will free up a lot of time as the Hg ranking is easily updated because of the broad use of RACE.

I have avoided the detailed explanation of mathematical formulas in this discussion as it is well beyond the CIVL plenary or Bureau to discuss these. A small group needs to be able to monitor the performance of the database within a policy framework that is set down by the Plenary. There simply needs to be an objective that is reached. That is, a valid ranking system within the policy objectives of CIVL.

Policy issues such as the Category 1 vs Category 2 weightings, the Category 1 competition entry guidelines and any other matters that are deemed appropriate are set by CIVL and simply implemented into the database as required. In the last two years there have been significant changes in the Cat 1 comp entry requirements. The new

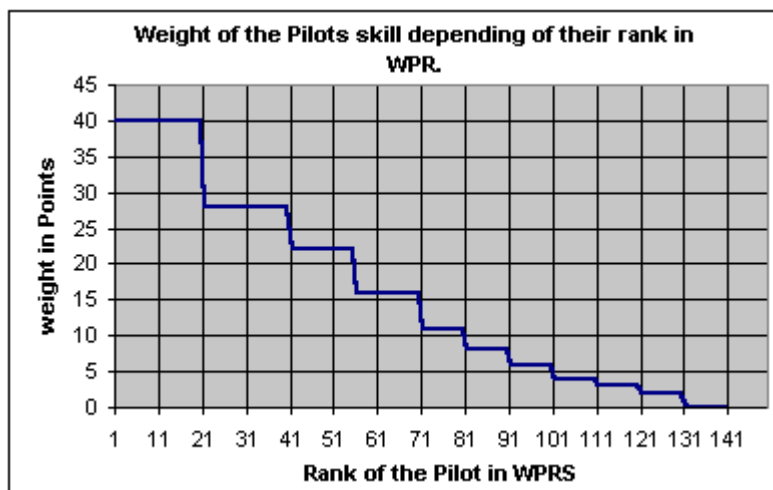
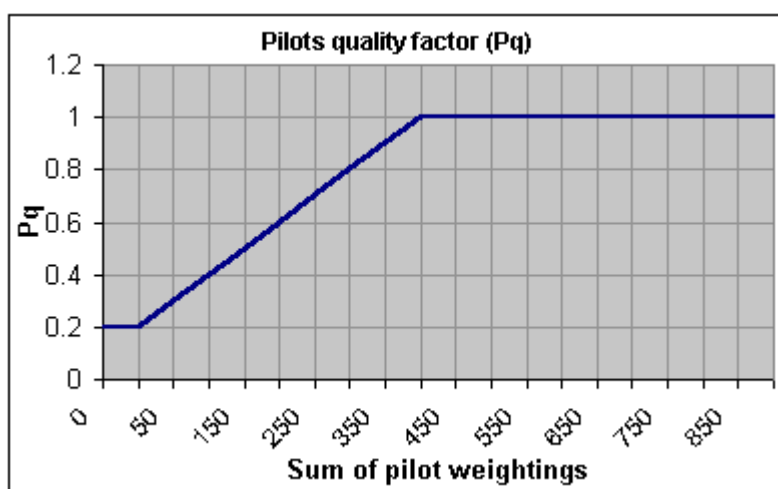
system can easily be changed to reflect whatever policy is in force and hence the new system can produce lists of pilots eligible to enter Cat 1 comps.

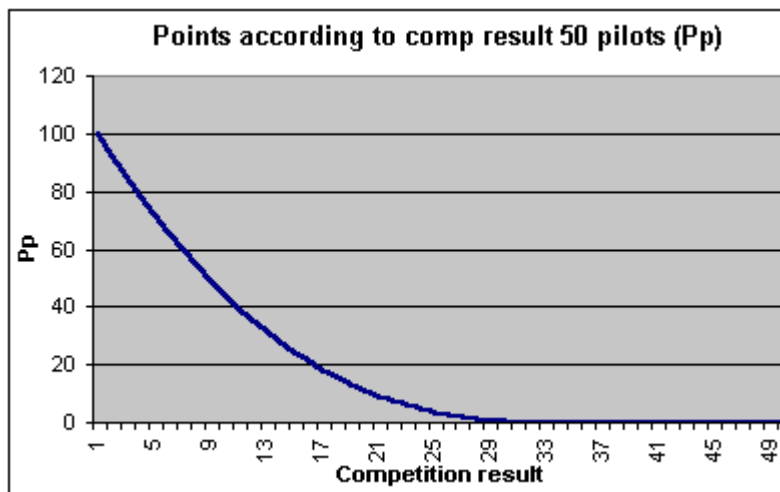
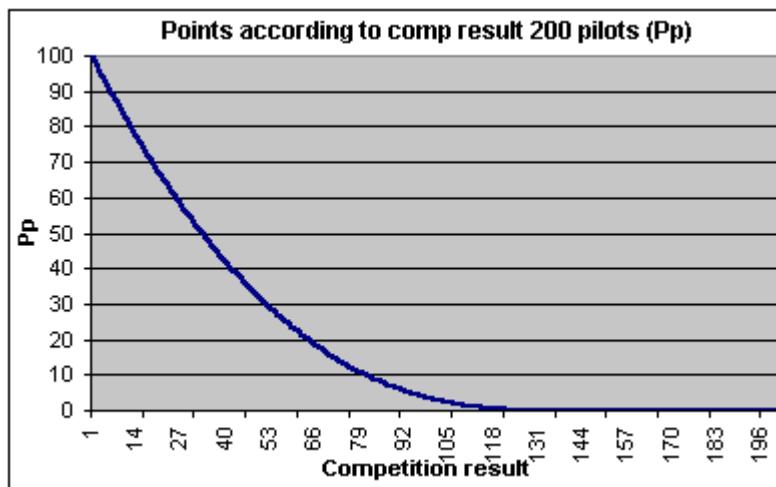
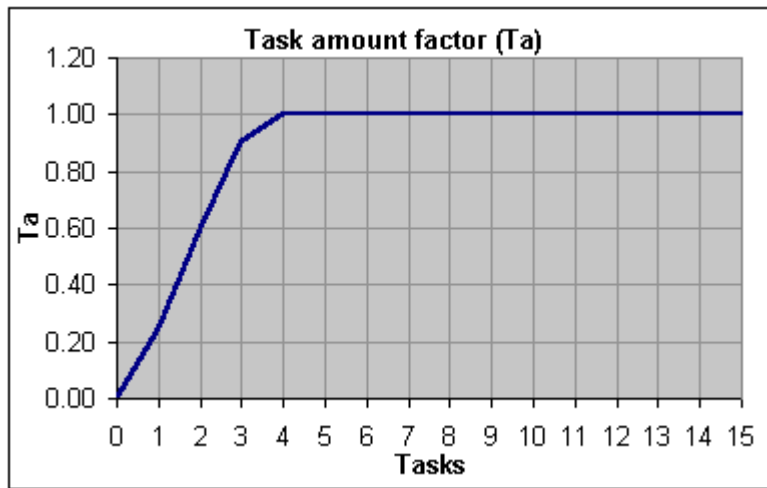
Attempting to make comparisons between the two systems by looking at results is a bad way to gauge the worth of a concept. Because if you are going to look to see if the results “match expectations”, you may as well get rid of the formulas and simply list the pilots as you see fit.

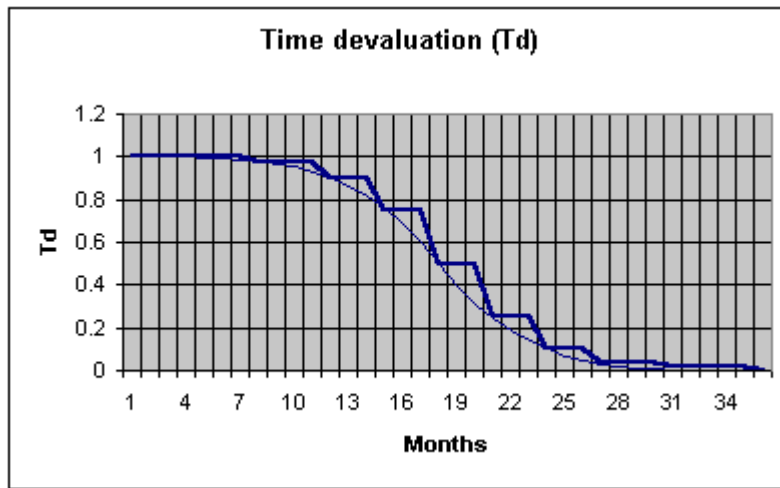
The Plenary needs to set guidelines and a small committee (eg, Myself and Tim Cummings) would implement those policies into the database. The mathematical detail of these issues is irrelevant, however a graphical guide to how the system works is also presented.

This new system has been languishing for 3 years now so the Plenary needs to make a decision.

Either accept the system, or reject it.







## Report to the CIVL Plenary Meeting 2004

By Louise Joselyn, 20<sup>th</sup> February 2004

### Paragliding Accuracy Subcommittee

#### Introduction

There have been some inconsistencies in what our discipline should be called, with various titles appearing in competitions Subcommittee documents, in CIVL documents and on the CIVL and other websites. These include Paragliding Landing Accuracy, Precision Paragliding, Paragliding Accuracy Landing and others. It is important we standardise on one name for International use, one that is instantly recognised, easily remembered and reflects the evolving nature of our discipline. We have agreed on Paragliding Accuracy (PGA). This is the name we should like to be used on a consistent basis for all FAI/CIVL references.

#### PGA activity in 2003

The dominant event in 2003 was the World Paragliding Accuracy Championships held in August last year in Slovenia. The competition was a great success with 48 entries from 10 countries. A full 12 rounds were flown over four days. The organisation was excellent; and the site was well prepared, both at launch and in the landing field. The organisation, in terms of logistics, official functions and communications was good, and the final party was excellent!

This was only the second World Paragliding Accuracy Championships, yet already the sport has grown tremendously. The number of countries competing has increased from 4 to 10 and there is interest from other nations for the next event. The WPRS individual rankings listed on the CIVL website now rank 120 pilots from 13 countries.

The UK and Slovenia are the dominant nations (in terms of participating pilots) in this sport currently, with The Netherlands and Lithuania close behind. Many other countries are now up and coming, entering pilots in international/open competitions and holding their own competitions. These include Serbia & Montenegro and Croatia. We are hoping that Accuracy pilots from other countries such as Austria, Korea, Macedonia, Sweden, Latvia, Ukraine, Bulgaria and Czech Republic will be able to field larger teams in 2004.

In 2003, four countries (UK, Slovenia, Austria and Serbia & Montenegro) held Cat 2 competitions making a European Cup tournament. 81 pilots for 7 countries competed.

In 2004 a four competition European Tournament is planned, involving UK, Slovenia, Croatia and Serbia & Montenegro. In addition, the first Cat 2 event in 2004 for Paragliding Accuracy was held last weekend in Lithuania on an ice lake. There were 23 pilots from 5 countries (Lithuania, Latvia, Sweden, Netherlands and Ukraine, with observers for the first time from Russia). 12 rounds were flown over two days as part of a huge festival of sports including ice diving, kiting, rocket launching and ballooning. More than 10,000 visitors attended.

#### Section 7 restructuring and rule changes

The PLA Subcommittee has been active in discussing the restructuring of Section 7C. Our recommendations have been submitted to John Aldridge and largely implemented. The restructured document was presented and accepted at the Bureau meeting last year. Subsequently, the Subcommittee has proposed a number of rule changes.

The majority of the changes are minor, reflecting the differences in nature between Paragliding Accuracy and Cross Country competitions. For example, we fly 'rounds' not tasks; rules covering issues such as 'launch windows' and 'outlandings' are not appropriate to our discipline. Some proposed changes reflect the evolving and expanding nature of the discipline. A few changes have been suggested to some of the Accuracy-specific rules following last year's World Championships and subsequent recommendations by the CIVL Steward. The most significant are:

- clarification on the rules concerning requesting relaunches, in particular, when due to an obstruction while making a final approach to the target
- clarification of the 'stand-up' landing rule – pilots will no longer be penalised if speed systems and stirrups touch the ground before the feet
- when the final round of a competition is declared, pilots will fly in reverse order of their current competition position

A few further minor amendments in addition to those already distributed are attached.

### **Worlds 2005 and beyond**

A bid for the organisation of the next World PLA Championship in 2005 has been received from Serbia & Montenegro. The Paragliding Accuracy Subcommittee comments and recommendations on this bid are contained in a separate document.

Bids for the 2007 World Championships are already under preparation by Lithuania and by The Netherlands and are expected to be presented at next year's Plenary.

### **Register of Judges**

It is the Subcommittee's intention to set up an International Register of Judges for Paragliding Accuracy competitions. There are a number of issues involved including: international agreement on a judging code, judging standards and qualifications, a training schedule and assessment. Preliminary discussions were held yesterday and will continue at international and open competitions throughout the year and through the Paragliding Accuracy email discussion group (which now comprises 23 contributors from 10 countries).

### **Badges & Records**

A preliminary discussion on Records has resulted in a number of ideas. We are working with the relevant CIVL people to understand how we might progress these proposals through the General Section.

- Number of DCs scored by a pilot in an FAI Cat 1 or 2 competition (max 12)
- Number of consecutive DCs scored by a pilot in an FAI Cat 1 or Cat 2 competition (max 12) or in a declared Record attempt event
- Bronze, silver, gold badges for (say) 2, 4 and 8 DCs scored in a competition
- Aggregate score (lowest) in a competition of (say) 6 to 12 rounds

### **Information Dissemination**

Now the email discussion group is fully established, the Paragliding Accuracy Subcommittee would like to make regular contributions to the CIVL website, with links and news items as appropriate.

### **Minor additional proposed changes for Section 7C**

Section 2.4.8 Replace 'task' with 'round may be flown or completed'

Section 2.8.3.2 Representative Jury - Delete

Section 2.8.3.3 Qualifications for Jury Service - Delete

Section 2.11.1.1 Cat 1 list - Delete

Section 2.11.1.2 Delete second point

Section 2.16 Change in first sentence: 'at the start of each day, at which...'



Section 2.23.3 Delete last clause: 'where they will be treated etc.'

Section 2.24.3 Reference should be: 2.19.1

Section 2.24.6 Grammatical corrections (their, his etc). Add to third bullet: 'See 4.1.2'

Section 4.1.4 Revert to previous version. Ignore proposed changes.

Section 4.1.1 Delete last two bullet points as these are repeated from 2.27.1

Section 4.1.4.1 In last sentence add: 'For a team size of 5...'

Section 4.1.5.1 Reference should be: 4.1.4