



## **CIVL 2022 PLENARY PARAGLIDING XC COMMITTEE REPORT**

- *Bill Hughes, PG XC Committee Chair*

### **Summary of Activity**

The 17 FAI World Paragliding Championship was held in Loma Bola, Argentina, in November of 2021. The event was originally scheduled to be held in France earlier in the year but had to be cancelled because of concerns related to the COVID pandemic. The CIVL Bureau worked hard with the new Argentinian organizers to pull off the event, and in particular the organizers had to do a tremendous amount of work with Argentina officials to get special visas that allowed pilots to come into the country at a time when their borders were generally closed.

Given the extraordinary circumstances the event can only be considered a success, but there were some issues that arose during the competition that have prompted several proposals to the upcoming plenary. These include altering the language and rules around airspace violations and clarifying the process regarding protests and appeals.

Work was completed on the new CIVL Event Management System and the Airscore scoring system and these will both be rolled out in 2022.

### **Upcoming Category 1 Competitions and Bids:**

The 18<sup>th</sup> FAI World Paragliding (XC) Championship will be held in France in 2023

The following bids for upcoming Category 1 events were received and will be considered at the 2022 plenary.

- Korean bid for 2024 PG XC Asian Oceanic Championship
- Slovenia bid for 2024 Junior PG XC World Championship
- Spain bid for 2024 PG XC European Championship
- Argentina bid for 2024 2024 PG XC Pan-Am Championship

### **Proposals to the 2022 Plenary**

Numerous proposals were submitted and discussed on Basecamp, and full details of the proposals and discussion are available there. Below is a brief summary. Many of the proposals below were already discussed in the joint HG / PG session. The ones that were not are highlighted in yellow below, and the original proposal is included in the document (double click on the icon for the .pdf file). If any member of the Paragliding committee feels

we need further discussion on one of the ones previously discussed in the HG/PG session we can do that at the end of the PG session if time permits.

- **Bulgaria proposal for max of 130 rather than 150 pilots in Cat 1**



Annexe 33d -  
Proposal Bulgaria Ma

- One person was for it, one against, then it turned into a discussion on better ways to increase safety and task variety. Based on the discussion, the original proposal does not have the support of the Paragliding committee, but there is interest in exploring other avenues to increase safety. Currently comp organizers are free to set limits lower than 150 based on local site conditions.
  - NEXT STEP: Proposal to change it to 130, but allowing an organizer to request an exception for a higher number in the bid process.
- **France proposal on records and restricted airspace**
    - There was discussion about not wanting to introduce more paperwork and ways to validate that record flights don't violate airspace, but no consensus of support for the proposal as is.



Annexe 33a -  
Proposal Switzerland

- **Swiss Proposal for Junior Class Cat 1 Championship**

- The majority seem to feel that these should be separate events, not added into the field of existing Cat 1 events. If this is correct, then the Paragliding committee is not in favor of the proposal as submitted.
  - NEXT STEP: Vote on the proposal.
- **Bulgaria proposal to mandate the length of the speed section to be added to the task board.**
    - Some discussion about how this can be calculated so that MD know what it is, perhaps a tool could be developed.
    - Some discussion about whether the information is necessary. Bulgaria points out that more information is better for pilots.
    - No consensus on approval or rejection of the proposal.
    - NEXT STEP: someone develop the app to calculate the number, then reconsider mandating it.



Annexe 33k -  
Proposal Slovenia Re-

- **Slovenia Re-Launch language proposal.**

- Goran in favor with the addition of "at the discretion of the MD" in the language. No comments against.
  - NEXT STEP: create final draft with Goran's edit and vote.
- **Slovenia proposal to change minimum track log interval to 1 second.**
    - HG pilots point out that the instruments many of them use (Flytec 6030) would run out of memory with such a low interval.
    - Questions about why the change is necessary.
    - Two countries in favor of implementing this immediately.

- **Slovenia proposal to change the language and system for penalties for flying near to, and entering, restricted airspace.**
  - General agreement that there should be a boundary around an airspace (and penalties for entering it) rather than having penalties for flying into restricted airspace.
  - NEXT STEP: Draft final language on implementing boundaries outside airspace and penalties for entering. Discuss implementing this functionality with instrument manufacturers and create instructions for organizers on how to create modified airspace files that implement the buffer zone.
- **Slovenia proposal to change the language regarding cloud flying**
- **Germany proposal to have tolerance apply to restricted airspace as well as turnpoints.**
- **Germany proposal to require harnesses used in competitions to be generally available to competing pilots (not just to “factory” pilots).**
  - Stephane requests that the 114 day deadline be cut down to 90 days and asks why/how CIVL should be validating the certification documents.
  - It is not clear how these changes ensure that pilots (other than factory pilots) would be able to purchase the harnesses.

- **Proposal for a separate Cat 1 PG XC Championship event for Women**



Annexe 23b -  
Proposal Bureau Para

- **Proposal for Full Allocation Rounds only for Cat 1 events.**
- **Slovenia proposal: WPRS Junior Age**
  - A few comments supporting changing the age to U26 for all disciplines, no comments against.
  - NEXT STEP: Vote and implement the change.
- **Bureau proposal: Fairness in Cat 1 XC Team events.**
  - A couple of countries are in favor, one is not.
  - Proposal seems to be advantageous to smaller countries, disadvantageous to larger countries.
- **German Proposal for Scoring System Tolerance**
  - Agreement that any buffer zone should be outside the restricted airspace.
  - Discussion about having the instrument manufacturers implement the buffer zone or creating airspace files that are larger/lower than the true airspace by the amount of the buffer.
  - **NEXT STEP: See discussion of airspace above.**
- **Slovenia Proposal on Protest process / language.**
  - General agreement that the process language needs to be tightened.
  - Stef posted a working document on new language for the Complain->Protest->Appeal workflow.
  - In this document, only a NAC can appeal the jury decision on a protest, and the appeal goes to CASI.
  - **NEXT STEP: Vote on Stef’s language or modify and vote.**



Annexe 33e -

Proposal Slovenia Ball

- **Slovenia Proposal on Ballast**
  - Goran suggest simplifying some of the language to “The glider must be flown within its certified weight range.”
  - Luc suggested language making it clear that the only help allowed on take-off is wing spreading. Exceptions are only possibly made in the case of pilot injury.
  - General support for both of these ideas.
  - **NEXT STEP: Draft final language and vote.**
- **Proposal from Igor (Record and Badge Officer) regarding the changing the recording interval for records to 1 second.**
  - Discussion about changing the language in 5.4.1 to say that the IGC file must be one digitally signed by the instrument, which would remove the need to have the OO download the flight themselves.
  - Discussion about whether the 1 second interval is necessary. Luc suggests that 5s and IGC signature is enough.
- **Slovenia proposal to insert language in S7A on penalties regarding penalty assessment where a task was stopped or cancelled.**
  - General support in favor, no comments against.
  - **NEXT STEP: Vote and implement.**
- **CIVL Bureau proposal on making EMS mandatory.**
  - Some pushback on when the date it becomes mandatory should be, as some competitions for 2022 are already using other registration systems.
  - Switzerland in favor of Proposal 1, paragraphs 2 and 3, against paragraph 1, and is against proposal 2 till the details are provided.
  - Stephane and Elena point out that organizers can still use other systems in addition to EMS as long as certain activities such as pilot upload and CIVL ID / Sporting license verification is done, as well as results upload.

- **CIVL Bureau proposal to change the allocation stop from 60 days prior to the event to 7 days prior.**



Annexe 23e -

Proposal Bureau Alloc

- - Note that this is how things actually are working currently.
  - **NEXT STEP: Vote.**
- **Slovenia proposal to change the wording (expanding the detail) on cloud flying and softening the penalties.**
  - 1st offense would be 10 points
  - Subsequent offenses would be gradual, reaching 1000 points at > 1000 meters.
  - Everyone seems to like the more gradual penalties, though it was pointed out that someone could abuse the "first offense" rule and go extremely high and gain massive advantage.

- Much discussion about the issue of differing cloud bases and how realistic it is to be able to validate infractions from just tracklogs.
  - Suggestion was made to require the complaining pilots to show video evidence, and/or the accused pilot to show video evidence exonerating them. It was pointed out that this might be difficult, requires time-stamped videos, pilots to be wearing and actively using cameras at all times, etc. Plus someone (the scorekeeper most likely) has to analyze the video in addition to the tracklog analysis.
  - Point was made to not refer to what is or is not legal in the wording.
  - France worried that the language in the proposal could lead to accusation escalation.
  - **Suggested NEXT STEP:** - reword the proposal to just implement the new penalty scheme. I suggest adding something along the lines of the following to deal with the 1st offense hole: "In situations where the pilot has clearly (based on tracklog analysis) purposefully gone deep (> 100m) into a cloud, the Meet Director can waive the First Offense penalty and apply the penalty for subsequent offenses."
- **CIVL** Bureau proposal to suppress the defending champion and top-5 women rule for PG XC events. (Fair team allocation proposal).