



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

### **CIVL Bureau Minutes held October 30th – 2<sup>nd</sup> November 2003 Pléguen, France**

#### **1 Welcome**

Mr. President Olivier Burghelle welcomed the members of the Bureau.

#### **2 Roll call. Quorum**

Present : Olivier Burghelle (OB), John Aldridge (JA), Leonard Grigorescu (LG), Scott Torkelsen (ST), Flip Koetsier (FK), Paula Howitt (PH), Stephane Malbos (SM)

Apologies : Michael Zupanc (MZ)

We have the necessary quorum for the meeting.

#### **3 Debriefing of the FAI General Conference 8-12/10/2003 Krakow**

##### **3.1 Conflict of interest**

The General Conference adopted a code of ethics and it is displayed on the FAI web site (<http://www.fai.org/documents/#other>).

All FAI commissions and other legislative and executive organs of the FAI should have as a standing item on their meeting agendas “Declaration of Conflict of Interest” in order to provide a formal opportunity for people to make disclosures of potential conflicts.

This will be on the Agenda of the next Plenary meeting.

**Action: OB**

##### **3.2 FAI Logo**

The new logo has not been adopted yet. The FAI Board of Directors has been empowered to decide on the new logo by the end of 2003 after receiving and taking into consideration all the comments from the NACs.

##### **3.3 Scale of subscription**

There had been long discussions at the conference to find a system to compare numbers of pilots in each country. Finally a system of ten classes was made grouping together nations by numbers of participants in air sports to establish the rate of subscription for every country.

##### **3.4 WADA**

The World Anti-Doping Agency Code, which replaces the previous IOC Code, includes the methods of testing, the list of prohibited substances and a provision for out of competition testing. The FAI has adopted this code and must now negotiate a contract with WADA for

out-of-competition testing. If such a contract can be concluded, FAI will have to declare a certain number of top world pilots who could be obliged to accept out of competition testing. With regard to in-competition testing, it will, as before, normally be the country hosting the championship which has to organise anti-doping testing.

If the hosting country decides not to conduct tests the CIVL has the possibility, if the plenary so decides, to require a WADA-agreed test agency to perform testing. The cost of such testing is to be paid by CIVL. Up to now no money has been budgeted by CIVL for such testing. The CIVL Bureau will investigate the cost of testing and the name of the country which accepted the WADA code. In the bidding process the host country must specify if they intend to perform anti-doping testing. In case of a positive test the General Section rules apply.

**Action: OB**

### **3.5 FAI Centenary:**

Commissions are urged to take actions to celebrate this year. We will write to every NAC asking them to write their free flight history, with pictures. These will be collated and sent to FAI.

A signed picture of Francis Rogallo and a Mylar model of the first commercialised flexible wing (a kite) will be prepared and presented to FAI.

A maximum of 300 Euro will be spent on both projects.

**Action : SM**

All other ideas are welcome and should be sent to paula@fai.org

### **3.6 FAI Grand Prix**

Jean Louis Monet, who is a professional organizer of the FAI Grand Prix [www.fai.org/grandprix/](http://www.fai.org/grandprix/) requested permission to include speed gliding and aerobatics. The Bureau enthusiastically supports this idea. CIVL has been asked to provide a few pilots names.

**Action : OB.**

## **4 Debriefing of ASC President group**

### **4.1 Next meeting**

The next ASC Presidents group meeting will be held in Madrid. It was agreed to pay FK's expenses to Madrid to attend this meeting so there may be continuity when OB resigns.

### **4.2 Naming of events**

A paper has been produced by the FAI Executive Board deciding a policy for 2004 and 2005 with regarding to the naming of events. This paper is available on request from the FAI secretariat.

### **4.3 Protocol for award ceremonies at FAI Championships**

The FAI are producing guidelines on how to conduct an award ceremony, having taken into consideration the comments of ASCs.

### **4.4 Competition results approved by Jury Presidents**

Jury Presidents were reminded that Category 1 results must be forwarded ASAP to the FAI secretariat.

#### **4.5 Legal and financial responsibilities of elected commission members**

To remind the ASC officers that there are financial and legal responsibilities when they are taking some decisions. Commissions should ask the FAI secretariat to investigate legal or financial ramifications before implementing them eg waiver, minimum standards.

#### **4.6 World Air Games**

At this time two organizers are still in competition but neither are ideal : Poland and Malaysia. No decision has been taken yet at the General Conference but this will be made by the end of the year. By this date the Board of Directors will decide on one of the following of three options. The first option: run a smaller WAG with the technical help of all the Commissions in 2005 (July or August); second option – postpone the WAG to 2006 on the same principle describe above; the third option – to start a new bidding process for the next WAG to be run in 2007.

Whatever option is chosen, work is needed on formats, the new idea proposed by Urs Dubach which has not been tested yet, competition rules, speed gliding selection procedures and number of pilots, the ballast rules etc. For aerobatics a lot of work needs to be done; progress in PLA is good.

### **5 Rewriting of section 7 draft circulated by JA**

#### **5.1 Comments**

JA explained the way the S7 has been split into sub-sections.

#### **5.2 Dissemination**

The draft of the restructured S7 will be put on the web site for comment by the delegates and the sub committee chairs who will be informed via e-mail. This will explain the way the project is being tackled and where the various sections can be down-loaded for examination. The dead line for receiving comments is 1<sup>st</sup> of December).

**Action: JA**

### **6 Review of the World Championships 2003**

#### **6.1 PG Portugal**

The Jury and the Steward's should have mutual respect and this has to be well explained at the Jury and Steward training sessions. It was not the case in Montalegre. All points of criticism that were presented in the stewards report as well as the written Portuguese NAC complaint were read and discussed at length. The conclusion was that, in the future, where both Jury and Stewards have a responsibility to act and behave in a professional manner as representatives of FAI/CIVL yet cannot, the bureau will consider removing these individuals from the list of available officials in the future.

If CIVL/FAI officials in the future wish to do some free flying during, after or before a competition, they are to ensure that like all other responsible pilots, they are in possession of a valid insurance for that country.

Avoiding payment of damages will not be accepted and reflects poorly on FAI/CIVL officials. Damages should not have to be covered by the organiser's insurance provider, for things outside the realm of the competition.

#### **6.2 HG Brazil**

This was a competition with some problems (medals, appointment of a Jury member, compliance with Section 7 requirements etc.). There was a serious accident but the pilot is

expected to make a full recovery. The French doctor who arrived on the scene said that the helicopter arrived without equipment or doctor but the response time was good. The final award ceremony was very unsatisfactory – it was held in a crowded bar and didn't give the champions or their nations the respect they deserved for a World Championship title. This problem may be helped by the new FAI guidelines being prepared (4.3)

The Jury report will be sent to the Brazilian NAC, Luis Niemeyer and Chico Santos for avoiding such problems in the future.

**Action : JA**

### **6.3 PLA Slovenia**

The steward's report highlighted no particular problems, the competition was a success.

## **7 Principles and Mechanism for Selecting FAI Officials**

It was agreed there should be a rotation of the FAI officials at competitions where practical. Although this has always been an aim, it has not been recognized to be happening. There should be one experienced Jury member, one experienced Steward and where needed, a trainee Steward. The other 2 Jury members should include at least one trainee/new member and should be from the same continent as the competition where possible.

## **8 Section 7 changes proposed by the stewards and Juries**

### **8.1 Proposed Changes**

All the proposed changes are detailed in Annex A except for PLA where the Steward's proposals from the PLA meet are to be reviewed by the PLA sub committee for recommendations to the plenary.

### **8.2 Strategy to introduce these changes to make them understood by the delegates**

It has been decided to attach the new version of the restructured S7 with the agenda. Structural changes will be in one colour and any proposed changes to the existing rules in another colour.

## **9 FAI Licences - requiring and checking in cat 2 events**

No change to current rules. If a pilot flies in a competition without an FAI license he will be removed from the WPRS with the points won in that competition.

It was decided to add in the sanction application form the following : "I, the organizer of the...., agree to check the FAI licenses of all participants" to make organisers' responsibilities clearer. Paula will send a press release to all competition organizers that they have to stick to the minimum 30 day notification rule, otherwise the competitions won't be sanctioned.

**Action: PH**

## **10 Decide when participation in an FAI sanctioned event should set a pilot's nationality for future (Cat 1) meets.**

Some Bureau members felt that when a pilot holds an FAI licence and flies in a Cat 2 event (whether as part of a national team or as individuals) they are representing their NAC and therefore set their nationality for Cat 1 events. Therefore the 3 year rule would come into effect should they wish to represent a different NAC in a Category 1 event. Others felt that flying in a Cat 2 event should not set a pilot's nationality for all future events unless it was a practice events for Category 1 championships. JA undertook to examine the General Section to try to word a proposal so Section 7 could allow pilots not to set their nationalities by competing in Cat 2 events.

**Action: JA**

Subsequently, JA was unable to find wording that would not conflict with General Section.

## **11 Sphere vs WGS 84**

JA pointed out that S7 specified use of the FAI Sphere in distance measurement but our software and firmware requirements are probably closer to those used by the IGC than any other FAI commission – and they use WGS 84. It was also pointed out that many of our existing competition software programmes almost certainly already use WGS 84. It was decided to refer this to the Record & Badges sub committee – also to the competition sub committees.

**Action : OB**

## **12 Adoption of FAI rules for sponsorship - as amended by HG comps committee in Sinaia.**

This point was already covered in Annex A

## **13 Limitation of ballast in class 1, 2 and 5**

To refer to the agenda of the Safety committee and the HG competition committee.

**Action : OB**

## **14 Coated cables**

To refer to the agenda of the Safety committee and the HG competition committee.

**Action : OB**

## **15 Steward power**

Steward duties are defined in the General Section 4.3.4.2

## **16 CIVL Internal Regulations: Bureau way of working throughout the year.**

Members were recommended to read the Internal Regulations for clarification. It has agreed that all Bureau members should be copied all the mail issued. When a vote is required all the Bureau members involved in that vote will be notified of the result of the vote by the person initiating the vote, as well as how each individual bureau member has voted.

## **17 Exemption procedures and review of exemptions.**

Olivier Burghelle explained the way the exemptions were made from the PG Worlds in Portugal by the temporary selection committee (OB, PH and the Meet Director).

Only 1 pilot who had been granted an exemption had managed to finish in the top 2/3rds of the competition in the Portugal Worlds. For some, their standard was found too poor to be included in a championship and it hindered other competitors, who couldn't launch when they wanted to.

The Bureau considered if too many exemptions had been granted and it was reinforced to follow S7 which states exemptions will not usually be granted.

To evaluate exceptions for the forthcoming World and European HG Championships, it has been decided that a group of three people chosen among PH, JA, FK, MZ and OB is enough.

## **18 Selection procedures for PG in 2004**

### **18.1 Past exemptions**

Paula questioned how we should learn from the exemptions already granted. We should monitor to see if the decision of giving exemptions were good or not, especially in light of the above point. This is an issue to put on the agenda of the Safety committee and PG sub committee

**Action : OB**

### **18.2 Selection using new prs.**

If we adopt the new WPR we will have to know (to define) the minimum standards for a pilot to qualify in a cat.1 event.

### **18.3 Selection committees**

For PG Europeans the selection committee will be PH, LG (steward), OB and the Meet Director.

For the Asian Championship PH, OB and the Meet Director

## **19 Minimum numbers and standards in cat 2 competitions**

Concerns were discussed about competition organisers abusing the system to qualify pilots for Cat 1 events by manipulating Cat 2 entries, numbers and tasks. Minimum proposals were considered for the HG, PG sub committees: minimum pilot number 20, minimum 2 valid tasks flown (this second criteria already exist in the WPRS).

**Action : OB**

## **20 Medals**

### **20.1 Paying for medals**

Put in S7 the organiser to pay for the standard FAI medals CIVL the smaller medals up to a maximum of 6+2. JA will put in S7 Chapter 11. Note: this is for clarity and is not a change, it states the position decided by past plenary votes.

**Action: JA**

### **20.2 Number of medals**

There is no change to the current rules for the number of medals to be awarded when the team is more than 6+2

## **21 Sanction fees**

### **21.1 Cat 1 events**

It was discussed whether to modulate the sanction fee according to the number of pilots and competition days. The current sanction fees were originally decided for big cat.1 events which usually run for around 14 days. Now we have some Category 1 events e.g. PLA lasting less than 7 days. It was felt that to have the same sanction fee (for 7 and 14 days events) is not fair and has to be adjusted.

A proposal to made is to charge 5 CHF /pilot/number of days of the competition - not including practice days or specific days dedicated to the opening and closing ceremonies.

**Action: JA**

### **21.2 Size of the Bureau and Internal rules**

JA said that we are breaking our own Internal Regulations by electing 5 vice-presidents. It was agreed that Leonard and Stephane will stand for election just for the secretary and treasurer positions at the next plenary and the problem will be solved.

We need to include in IRs the possibility to co-opt some members when we don't have volunteers elected for the secretary and treasurer posts.

We also need a provision for when the President is not available so he can delegate his powers to a vice president.

**Action: JA**

## **22 Reports of the various sub committees and WG where received**

### **22.1 Aerobatics**

OB gave a verbal report about Aerobatics: the WG met in March in Lausanne. It organized a calendar with 6 events (the last one was cancelled for lack of entries). All the other events have been successful. The season was good and all the events were taken in consideration to produce the WAPR. As yet not all the event organisers have been paying their sanction fee,

and not all of them have been checking the FAI licenses. The Bureau agreed to validate the WAPR with the condition that the sanction fees have to be paid first.

The working group has to define the manoeuvres for the pilots and judges. This working group has to be split in two for PG and HG.

OB had created a World Pilot Ranking for Aerobatics which he will send to PH to be published on the FAI server.

**Action: OB, PH**

## **22.2 WPRS**

PH report : at the moment the new ranking is taking a lot of time, especially the PG results as it is time consuming when results are not in RACE format. At the last plenary Stefan Mast offered to obtain a programme to allow importing of the dates supplied in other formats. Unfortunately MZ and Stefan have not co-operated well with this and we still have no conversion programme. OB will talk with Stefan next week about this matter.

There has to be a comparison between the old WPRS and new WPR (which actually exists until July and August) but we can't access it. Action – OB, to call Thierry Montigneaux to find out the address for the new system.

**Action: OB**

At the Plenary meeting 2002 Angelo Crapanzano also offered to coordinate a project to cover data importation, scoring, verification and other matters. He has worked with Ivan Twose to make a proposal which appears to be only at the concept stage. The Bureau expressed its concerns regarding the investment of considerable money in a programme which is not yet written. The proposal is for the program to be paid by for by CIVL but distributed for free to everyone who wants it. If we did agree to have this programme we need to be sure that will solve all the problems and will consider the financing and distribution separately. But maybe some countries will use a different programme and then will be impossible to use it for WPR.

It was agreed that before taking any decision it would be useful if Ivan Twose could come to the plenary meeting to demonstrate the way the program will work so delegates can make informed comment on its worth.

## **22.3 EHPU meeting**

England, France, Switzerland, Germany and Italy were represented at the meeting. The results of their work will appear on the web site of the different federations but also on the web site of the EHPU. They decided that for the accident database they need to know the proficiency level of all the pilots (IPPI card) and also how many flights the pilot had the previous year. This will be a little bit difficult. All the decisions were taken unanimously.

Training: the aim is that all diplomas given in one country are recognized in the other countries too and to harmonise the IPPI card levels and the standards of instruction so that a student could start school in one country and continue or finish it in other country.

## **22.4 Safety sub committee**

They have done some work concerning the helmets standards and other items.

## **22.5 PG sub committee**

The Bureau received proposals for some changes and these will be studied in co-operation with JA, FE, XM and LG. To provide the changes for S7 before 10 December.

## **22.6 HG sub committee**

No information on working outside of the plenary apart from circulation of the French proposals to change the towing arrangements for the 2005 Hay Worlds.

## **22.7 PLA sub committee**

JA report: the sub committee has 20 participants from several countries. They've been working hard for changes in S7 (PLA section). They are close to finding an organizer for Worlds PLA in 2005. They have identified the need to establish uniform judging standards and train judges because there is a significant number involved in their competitions.

The deadline to send bids for the Worlds 2005 is the end of 2003. If this is not possible then the championship will be postponed for one year.

**Action – OB.**

## **22.8 Record, Badge & Flight verification sub committee**

JA reported on the recent work he had received from Anestis Paliatsos but expressed concern that the subcommittee is merely collating the suggested changes they receive without evaluating them. Also there is no indication that they are checking that proposed changes do not conflict with GS rules. They appear to have included GPS as a form of flight verification without identifying which ones (if any) have the necessary security features. The report indicates that a further subcommittee should investigate this aspect but does not indicate who will form this subcommittee. John suggested that the subcommittee should be consulting similar groups within other commissions (such as the IGC) to find out if some of this work has already been done elsewhere. It also appears that our attempts to introduce use of cylinder turnpoint sectors for record purposes may be in conflict with GS. OB suggested that if this is the case and we wish to change it we are unlikely to succeed in isolation but may be successful if others (such as the IGC) also wish change. The sub committee should contact the IGC about this and regarding the use of GPS's for record-setting. There is a need for barograph approval standards. Any proposals for GS changes in the next edition will have to be submitted by OB before the end of November. JA to contact AP about these matters.

**Action: JA**

## **23 Progress report on the 2004 championships**

### **23.1 Euro HG championships and Local regulations, including a small change of dates**

The opening ceremony dates were changed to coincide with La Fete de la Music as it will be good to have these two events together. The proposed dates of 20 June to 2 July are acceptable. Flip referred to the waiver – which should not go in if it is unacceptable in French law. The draft of the LRs will be handed to the HG sub committee which will report to the plenary.

**Action: FK**

### **23.2 Euro PG**

LG report. The organization at the test competition was good and the organization team is working well. The LRs are based upon those used without problems in Montalegre.

### **23.3 Female HG and rigid world championship**

PH report. The organization of the test competition was very good. It did not have sufficient numbers to fully test all aspects of the organisation but 3 classes were present. It was proposed to cut down trees to widen take-off but this has run into local political problems. However, using 2 completely separate launches should provide enough room. The draft



LR's were completed and will be sent to the HG sub committee for consideration at the Plenary.

#### **23.4 1st Asian Championship**

OB report. There still is some work to be done with the LRs but there are no problems at all. The site will be Hadong, south of Korea

### **24 Test competitions for the Worlds 2005**

#### **24.1 HG Australia steward and French proposal (Towing procedure in Hay)**

There is a French propose to push the organizer to provide enough trikes for all the pilots and not to use solutions which will favour the rich nations. JA explained that these problems are overstated and that the organiser has already agreed to provide some centralized towing facilities for nations that wish to use it. However, the bid that was accepted by the plenary was based upon both car towing and individual nations hiring dedicated trikes so this facility must remain. It was agreed that the organiser should be encouraged to provide the additional centralized tow capacity even though this will complicate the operating rules. The steward will be sent the French proposal.

Approval of the LRs, if these are not available in time (plenary in February and test comp in January) we will ask the plenary to empower the Bureau to approve these LR.

**Action: OB**

Steward: James Zeiset. John Aldridge agreed to take this on if Jim Z is no longer available. (It has subsequently been confirmed JZ will be steward)

#### **24.2 PG Brazil**

No remarks except the concern of safety in Brazil in general, refer to the letter send to Brazilian NAC, Luiz Nyemeier and Chico Santos.

Steward : Dennis Pagen

### **25 Championships to be awarded in Croatia**

#### **25.1 Intentions to bid**

Euro PG France - Morzine or Portugal - Montalegre

Euro HG - No bid yet for this championship.

World Female HG and rigid USA - USA confirmed their intention to bid.

Asian PG - No bid yet but we are expecting something from Japan.

Other continental Championship if any - For a Pan-American or South American championship there are some intentions from Mexico, Venezuela, Brazil

#### **25.2 Guidelines for presentation**

These will include strict procedures with regards to the time limit. The bids will be forwarded first to the sub committees to be evaluated.

Recommendation : the bids presentation will be of 30 minutes, with a presentation of no more than 10 minutes and 20 minutes for answering questions. Also bidders are to provide a check list according to S7 (Chapt 10) so the delegates can compare bids and see missing details.

ST volunteered to monitor the bidding process.

**Action: ST**

### **26 Intention to bid for WC in 2007**

WPG - Manila, Australia intend to bid for the PG World Championship in Australia.

WHG - Slovakia wants to bid for the World HG in Slovakia

## **27 Financial report**

### **27.1 Estimate situation at the end 2003**

SM presented the financial report which showed a surplus of income over expenditure.

### **27.2 Budget 2004**

No budget yet.

## **28 Preparation for the next Plenary meeting**

Draft schedule :

Thursday 19<sup>th</sup> February: 14.00 Bureau meeting

Friday 20<sup>th</sup> February working session for the sub committees and working groups

Until 16.00 and Section 7 sub committee from 16.00 up to 18.00

Saturday 21<sup>st</sup> February : Plenary session 09.00 – 17.00 with bid presentation on Saturday afternoon and vote on the bids on Sunday morning.

LG will contact the Croatian delegate for more information about the meeting arrangements so they can be included with the Agenda.

**Action: LG**

## **29 Serial Class**

ST : The Nordic countries believes that the serial class issue was not successful because is not supported by the Bureau. OB explained that the main reason the serial class was rejected at the last plenary was that the presentation did not convince delegates that the problems in implementing it have been solved.

The principle of the serial class is good but there are two main problems that have to be solved:

1. for the moment the possibility to check the gliders cannot be achieved;
2. due to the fact that we have to give the possibility to each NAC to enter a team including females is not possible to run in the same event an open class and a serial class championship due to the number of pilots.

OB thanked the Bureau for the successful work done.

**BRAZIL: STEWARD SUGGESTIONS: (\*\*points for Section 7 or Organisers handbook).**

**ORGANISATION SUGGESTIONS:**

1. \*\* Organisers must inform customs at all main entry points of major competitions to prevent delays in getting flight equipment into the country, as some teams are not able to carry their gliders as baggage or fly directly to the city closest to the competition. Team leaders should also be advised as to which customs have been informed.

The Bureau decision is that it has to be added in Check list in S7. Action : JA

2. \*\* If a competition website is the main means of communication then this must be complete with all relevant information well ahead of the meet.

The Bureau decision is that it has to be added in Check list in S7. Action : JA

3. \*\* If no toilets already exist then organisers should ensure that portable toilets be arranged for the duration of the meet. There may be a few sites where this is not possible (access by rougher bush tracks) but another option is to create “pit toilets” for the meet (used in many national parks).

Add a line to refer to the code of environmental code of conduct.

4. \*\* Have individual boxes at headquarters to distribute daily information sheets to team leaders and CIVL staff.

The decision is to be added to the organiser guide lines. Action : OB

**SAFETY SUGGESTIONS:**

1. \*\* When there is more than one launch being used, each launch marshal must have a radio to allow for quick and accurate communicating.

Action : JA.

2. \*\* Have pilots elect 3 fellow pilots to form a safety committee and have this committee present at the task setting or at least to evaluate the task for safety concerns. Alert the members of these committees to be at a given place each day at a set time to commence the task setting.

To be on the agenda of HG and PG competition sub committee. Action : OB

3. \*\* All team leaders to give team radio frequencies to the meet director. Team leaders should also have a mobile telephone (own, borrow or rent) for improved communication with the organisation during an emergency situation.

To be added in the guide lines for the organiser. Action : OB.

**SECTION 7 SUGGESTIONS /QUESTIONS /CLARIFICATIONS:**

1. Where possible, local regulations for an event should be approved by the steward/s who will actually be working at the event. Regardless of who approves the local regulations at the CIVL

Bureau meetings, the stewards to be present at the competition should receive copies to judge whether some current or new items will need to be discussed further with the organisers before the meet starts. These should be received several months before the event.

In the introduction of Local Regulation chapter. Action : JA.

2. Headquarters and pilot packages for the competition must be organised at least one day before registration begins. All meet staff must be present by the official practice task day, and preparations for launch facilities should also be finished by the official task day.

S7 5.4.3. Action : JA

3. Clarify if rest days are counted as part of the competition. Modify the rest day rule to allow meet directors more flexibility.

S7 5.24. Action : JA

4. Suggest that the safety committee consist of 3 pilots elected by the competitors (each from a different country) and must evaluate the task before final approval by the meet director for safety factors.

Action : JA

5. Review helmet standards.

Item to be put on the agenda of Safety sub committee. Action : OB

6. Provide a task setting check sheet that the TAC can refer to during task setting to make sure that all points are covered.

### **SUGGESTED POINTS FOR TASK COMMITTEE CHECK-SHEET:**

When setting a task, consider at least the following points:

- wind direction/s
- task distance
- first leg not into the wind (task to become continuously more difficult)
- times between briefing and window opening and first start gate
- entry or exit start gate to be used
- number of start gates
- time intervals for start gates
- radius of start gate
- where will pilots wait for start gate – just in or outside; avoid having the majority waiting at the same point
- avoid having pilots flying at each other between start gate and first turnpoint
- Other safety factors: - rotor
  - areas flown over
  - retrieval problems
  - airspace
  - start gate not difficult to get to for emergency crews.

- turn direction and for how far

7. Include a sentence that requires a steward to be present at the test championship.

Action : JA

8. Add the rule that all hang glider harness karabiners should be steel.

To be added on the agenda of the Safety sub committee. Action : OB.

9. Add the rule that prototype gliders should not be allowed in Category 1 meets? Pilots have been requested to come up with ideas that address the matter of safety and fairness in Cat' 1 events.

To put this point on the agenda of the Safety sub committee. Action : OB

10. Reduce the qualification for a Cat 1 meet to less than 60 days.

To be put on the agenda of HG and PG sub committees. Action : OB

11. Review the GPS track log requirements to see if more specifics are needed. In this meet, at least 2 minutes of track log before and after a turn point was required.

Item for the agenda of HG and PG competition sub committees

12. Declare that flying for one's country is only indicated when the NAC appoints one to a national team in a Cat. 1 event.

JA will draft a proposal to be submitted to Max Bishop and the outcome to be published. Action : JA

13. Apply sponsorship rules similar to the Addendum No. 5 below.

Item to add on the agenda of competition sub committees. Action : OB

14. In Section 5.27.7, add the requirement that a pilot normally must be in his/her harness in order to push.

To be added on the agenda of HG sub committee. Action : OB

15. Include guidelines in Sec. 7 for closing ceremonies.

Refer to ASC Presidents group debriefing above.

## **JURY REPORT – RECOMMENDATIONS:**

1. S7 should be amended to allow the variations in types of start sector which have been proved successful in Category 2 meets.

S7 21.4.3 Action : JA

2. S7 should be amended to show clearly what the sanction fee covers and what expense the organiser must bear for medals etc.

Action : JA

3. This was the smallest hang gliding Category 1 championship in recent years and the cost of the FAI officials to an organiser anywhere but Europe has become a significant factor in high entry fees. It is recommended that CIVL consider the introduction of representative juries and only use two stewards in cases where the steward at the practice meet considers it essential.

John will draft a proposal for representative juries, however, Olivier had consulted Max at FAI who had confirmed we are constrained by the General Section. The aim is to make a trial in Hay.

Action: JA

4. CIVL should re-examine the policy of not awarding FAI diplomas to winning team members.

No action on this point

## **Millau Steward's suggested Section 7 changes**

### **Paragraph 21.4**

Suggest to rule that "Mark Enter" in the turnpoint cylinder will not be accepted as evidence. This is always a question and has to be explained to pilots.

To be included in the agenda of the HG and PG sub committees. Action : OB

### **Paragraph 23.2**

Suggest to change the rule about the finish line. The finish line shall be **at least** 50 m long.

To be included in the agenda of the HG and PG sub committees. Action : OB

### **Priority pilots**

There is nothing in section 7 about priority pilots.

I recommend to put a phrase in section 7, that the competition director can put something in the local regulations about priority pilots.

To be included in the agenda of the HG and PG sub committees. Action : OB

## **WCPG (Montalegre) recommendations**

1. Re-examine the launch procedure in S7 with regard to smaller take off and make recommendation – for the PG sub committee agenda. Action : OB

2. Exemptions to pilot qualification should not be accepted at this level.

Bureau decision – ask the PG sub committee to consider better and easier to be verified pilot qualification criteria.