

**CIVL 2014 Plenary  
Paragliding Open Meeting  
20 February 2014**

**Present:**

Dr. John Grubbstrom (FAI President), Agust Gudmundsson (CIVL President), Stéphane Malbos (France), Hamish Barker (Australia), Igor Erzen (Slovenia), Jamie Sheldon (CIVL Secretary), Thomas Brandlehner (Austria), Frank Nalter (Austria Alternate), Herbert Seiss (Austria), Elsa Mai (Chinese Taipei), Kamil Konecny (Czech Republic), Niels J Askirk (Denmark Alternate), Scott Torkelsen (Denmark), Klaus Tanzler (Germany), Torsten Siegel (Germany Alternate), Guillermo Toralla (Guatemala), Wayyu Yudha (Indonesia), Yoshiki Oka (Japan), Gin Soek Song (Korea, Rep.of), Igor Virshki (Kazakhstan), Violeta Masteikiene (Lithuania), Mohd Arifibrahim (Malaysia), Gimas Hussin (Malaysia Alternate), Koos de Heyzer (Netherlands), Ovyind Ellefsen (Norway), Han Zhaofang (Peoples Republic of China), Ugljesa Jondzic (Serbia), Philip Chettleburgh (UK Alternate), Adrian Thomas (UK), Dennis Pagen (USA), Nicky Moss (CIVL Competitions Coordinator)

**Observers:**

Abdul Mustopa, Arif Eko Wahyudi, Bima Putra, Bodhi Asoka Suprana, Hary Pria Utama, Koesnadi Bohon, Kian Kong Teh, Teong Kheng Tang, Poobalan S Krishnand, Lyudmila Shvagerus, Ekaterina Virshki, Tata T Sukmana, Aldamanda A Lubis, Cherry Bonaria

**Chairperson:** Stéphane Malbos

**Agenda of the meeting to be found in Annex 18d**

**1. CCC**

Latest proposals attached to these notes.  
Introductions / explanation by Adrian Thomas.

**Section 7**

No changes needed, except change of name : CCC iso CECC

**CCC document**

**Timing for revisions to CCC.**

Revised definitions of the requirements may be proposed to the 2015 Plenary after the Roldanillo World Championships.

At all times, CIVL Bureau has the power to adjust the requirements. The PG-Committee will be consulted before such adjustments are made.

**Weight range discussions:**

Discussions on lower weight range to assist smaller pilots and female pilots fly CCC gliders.

**AMENDMENT:**

5.3 The difference in top weights between the smallest and the largest Competition Class certified size of the test specimen's model is **35kg** or more.

5.4 The smallest Competition Class certified size of the test specimen model has a top weight of **90kg** or less.

**Design / Testing / Production timing:**

The timing issues for 2015 Roldanillo Worlds and the limited time available for design, development, testing and production is discussed.

Because of short time for implementation we recommend but will not enforce the multiple size rule for the 2015 World Championship in Roldanillo.

**AMENDMENT:**

The CCC will be enforced from **2015 with the weight ranges in accordance with clause 5.3 and 5.4.**

However, due to the limited time available and the prospect that manufacturers may have to push through gliders quickly that may impact the future of CCC, the requirement for all weight ranges will be waived for Roldanillo 2015.

**AMENDMENT:**

**4.1**

**4.5**

A riser is typically a piece of webbing fitted with a line attachment point and connected either directly or through additional webbing structure to the pilot harness' main carabiners.

**4.6**

The acceleration system is typically a pulley system that is operated by the pilot's legs and modifies individual riser lengths to decrease the canopy's angle of attack when activated. It is characterised by its maximum travel.

**AMENDMENT:**

**5.15c**

In collapse tests, pilot reaction occurs after 2-3 seconds

5.25g – to be checked (Adrian)

**AMENDMENT:**

**5.28**

Date of official certification will be the date that the full documentation is received by CIVL.

**AMENDMENT:**

**6.2**

Any EN-certified paraglider with classification D is permitted if either :

a. The paraglider's flat aspect ratio as per the definition in this document is 7.0 or less.

or

b. The paraglider's model size is listed on CIVL's Web site as fulfilling all of the following criteria:

i. The model size was EN certified before May 1st, 2014

ii. The model's canopy fulfils the CIVL Competition Class canopy shape requirements and the manufacturer has provided the full documentation as required in this document to allow measurement to confirm that the wing conforms to the certified type.

**AMENDMENT Addition to definition:**

**7.1.1**

Span measurement to be made at the line attachment at the tip in line with the rearmost spanwise band. Tolerance to be defined.

**AMENDMENT:**

Delete clause 7.1.9.2.1

Delete clause 7.1.9.2.2

**AMENDMENT:**

**7.1.9.2.3**

**Table 4**

Recovery through pilot action after **2-3 s** in less than a further 5 s,

Recovery through pilot action after **2-3 s** in more than a further 5 s

**Table 5**

Recovery through pilot action after **2-3 s** in less than a further 5 s

Recovery through pilot action after **2-3 s** in more than a further 5 s

with

If the paraglider has not recovered spontaneously after **2-3 s** or after 180° of turn (which ever happens first), the pilot acts on the controls to recover normal flight (without inducing a deliberate stall).

**AMENDMENT:**

**7.1.9.2.4**

with

The pilot shall take no further action and remains passive until the glider either recovers, or changes course by more than 360°, or **2-3 s** elapses.

**AMENDMENT:**

**7.1.9.3**

2. The test specimen for the flight tests must be a production-grade paraglider and equipped with the final, non-prototype riser sets

**AMENDMENT:**

**7.2.1**

Adrian : Span tolerance to be confirmed before Plenary.

**AMENDMENT:**

**7.2.2.**

2. all chord-wise line attachment point position measurements according to 7.1.2 yield results that differ by a maximum of the greater of **+/- 10 mm** from those documented for the paraglider's CIVL Competition Class model size

**AMENDMENT:**

**7.2.3.1**

2. The paraglider fails verification if  $Diff_{result}$  is more than +20 mm (trimmed fast) for at least one pair of symmetric line groups.

**Delete**

3. The paraglider fails verification if  $Diff_{result}$  is more than +20 mm (trimmed fast) for any of its line groups.

## **2. Scoring**

See joint meeting notes.

No changes to proposals.

## **3. Continental WPRS**

No changes to proposals.

## **4. Eligibility to compete**

### **Clarification**

Instead of: For other Championships, ranked in the top 1500 in the World WPRS for paragliding...

Read: For other **Continental** Championships, ranked in the top 1500 in the World WPRS for paragliding...

Discussion: that all NAC's should have opportunity to send a minimum team to Cat1. Some nations are restricted by WPRS top 400 & unable to send a team to World Championships. Different selection criteria for Continental championships allow access to lower ranked nations.

Asian nations encouraged to sanction events to start to enter the wprs ranking.

Committees to focus on the WPRS being too Eurocentric during the coming year.

## **5. Airspace restrictions**

Precise definition of the competition 'sportive' airspace must be included in local regs. This may be larger than the official airspace to avoid infringements.

Different rules proposed for HG & PG.

PROPOSAL FROM OPEN MEETING – to unify PG proposal with HG committee.  
PG committee to be informed and to agree or not.

## 6. Pilot experience declaration

Agreed there is no practical way to control / police a mandatory experience form.

### AMENDMENT to wording in new text:

New proposed text: *NACs should make sure that the pilot they register have reached a satisfactory level of skills for the glider they are flying.*

Change to:

*NACs should make sure that the pilot they register have reached the 'basic level' of skills listed below, for the glider they are flying.*

## 7. Prototypes – Controlling gliders at the European & Pan American Championships.

There is a contradiction in the following clauses:

2.17.2 says:

"Each glider shall be flown within the limitations of its certificate of airworthiness"

11.1.2 says:

"Modifications to a glider that take the glider outside of its certification are not permitted"

11.1.1.3 says:

"A certified glider that has been modified or changed in its configuration in comparison with the tested model is considered as a prototype"

and, as only EN gliders are permitted to fly, prototypes are excluded.

### NEW PROPOSAL TO BE ADDED TO THE AGENDA:

#### Section 7

Delete clause 11.1.1.3

Insert new clause:

11.1.1.3 :

In 2014: EN926-Certified Paragliders: Demonstrated by a paraglider certification / homologation certificate from a CIVL-recognised test organisation, incorporated into the glider. Pilots will be required to sign the Certified Glider Certificate provided as an Annex to the Sample Local Regulations. The organisers have the right to refuse any glider not of acceptable standard or configuration.

#### Declaration

The Local Regulations of the 2014 European and PanAmerican championships will state that glider control will be carried out.

Guidelines will be published on what to measure, how and with what tolerances. These will be in accordance with CCC measurements and tolerances.

CIVL will send someone to do the measurement, on CIVL budget.

## 8. Accident reports

Discussions on difficulty in obtaining reports from organisers.

Question: Could a greater sanction fee be paid including a deposit to be returned pending the submission of all data / results / accident reports.

Hamish confirmed that this is not likely to be successful given the number of transactions and difficulties with FAI office financial accounting.

Accident reporting forms – a simpler form would help / encourage submission.