

Annex 2 - CIVL 2012 Plenary – Chinese Taipei Hang Gliding Subcommittee Agenda

1. Safety issues
 - a. Helmet standards
 - b. Side wires
 - c. Sprog measuring policy

NB Steward has reported that it was unclear which sprog settings are to be used as "authoritative". 12.2.2. suggests (strongly) that certified gliders must be flown with sprogs in the range of the certification.

12.2.3 states quite clearly that for uncertified and prototype gliders the manufacturer should provide sprog settings. Would it help to have a separate rule for sprog settings ?

- d. Cable in the keel
2. Hang gliding bids
 - a. No bids received for 2014 Continental championships. Intention to bid from France for WW and HG Classes 2&5.
 - b. How to encourage more bids: making Cat 1s easier to bid for, and easier (lower cost) to run; making them more attractive (multi-discipline, different structure etc)
 3. Upcoming Category 1 Championships. What needs to be done, by whom? Local Regulations. Sprog checking procedures.
 4. Any rule change proposal stemming from jury/steward reports
 - i) Steward report suggests that task types in S7 for "Race to Goal", "Elapsed Time", etc (see 2.25.1) should be changed to match the ones used by FS software. SC should check this to determine what they want to see in S7.
 - ii) Steward has asked for recommendation to be put in S7 on how to deal with protests in a Cat 2 (Test) event ? The rules currently do not specify formation of a Jury or equivalent.
 - iii) Require medical "clearance" for pilots to continue a comp after an (serious?) accident. This was discussed in 2011, but has been raised again by the Steward.
 - iv) Compensation for stewards for up to 2 days prior to the competition. This was approved in the 2011 Plenary, is in the handbook but is not in the rules (2.8.6.2)
 5. Additional proposals from delegates relevant to HG
 - a. Bulgaria Proposal 5: Introduction of discards in Cat 1 events – This is not S7b specific, so SC should decide whether it should be.

6. Governance:

Review rules in S7a that mention test certification bodies. EN is the only independent testing body. DHV and BHPA are also federations. HGMA is a manufacturers association. Consider

how to improve communication and cooperation between these groups and CIVL, for ongoing dialogue on safety and HG development issues.

7. Consider the minimum number of participants and the qualification criteria for Sport classes. In 2011 the minimum number was removed for Class 1 gliders, not for Sport Class or Class 5.

Also the HG nation allocation rules seem more complex than the PG ones. Would it make sense to harmonize/simplify these?

8. HG SC should consider renaming the (header of) 1.5.2 to "Wheels and other launch aids" as that's what this rule really is about.