



PARAGLIDING WORLD CUP ASSOCIATION

Tour 2013 partners:

*Abac - Aerotact - Alas del hombre - Canhavk
Cross Country Magazine - Flymaster - JPA - Gin Gliders
Kortel Design - Niviuk - Ozone - Parapente Mag - Parastick
Porcher Sport - Sol - Swing - Wind - Woody Valley*

2013 PWCA AUTUMN COMMITTEE MEETING MINUTES Hotel Campanile - FERNEY VOLTAIRE (France) Day 1 - 15 NOVEMBER 2013

Important: votes presented are with non present members voting via e-mail

Present : Goran Dimiskovski - Yann Martail - Paolo Zammarchi - Ulric Jessop - Laura Sepet

Excused : Hans Bollinger - Alberto Castagna

Start : 11:15 - 13:00 and 14:00 - 19:50

Vote procedures for this meeting:

(members present, absent, proxies, deadlines)

Today, only 5 committee members are there. The majority is 6.

It is proposed :

Laura writes the minutes

A decision/vote is made among the present members

Each Committee Member will be sent an email, topic by topic, to express his position Before:

Sunday 17 November at 12:00 (GMT +1)

At the end of the meeting, all votes will be summarized.

Simple majority of expressed vote will prevail.

Declaration of conflict of interests

Yann hasn't any. No change for the other committee members.

Elections of the PWCA Board:

- General Secretary: candidates, election

Goran reminded that this function should be the most important in the Association. We're used to work on a different basis with the Steering Body that nobody is contesting today. Martin is the current General Secretary. He's available on demand. He's fast to reply, his credibility is certain.

None from the present members stands up for that function.

Alberto explained he can not stand up nor for General Secretary or Treasurer function. He must focus on the Italian Federation situation that will generate a lot of work. He hasn't neither the possibility to join the Steering body.

Vote : Do you accept that Martin remains General secretary ? In favor : 5 Against : 0 Abstention : 0

- Treasurer: candidates, election

Laura and Ulric can't be because they are employed.
Goran can not be also : As President, he's already approving payments and it leads to cumulative functions and conflict of interest
Yann and Paolo are not standing up.

By law, we need a treasurer to run an Association.

It is explained that Laura is making the accountancy. It is then checked and validated by an auditor. The future budget is prepared by the Steering body and finalized by the whole committee.

The Treasurer is in charge of the presentation during the General Assembly.

A candidate is needed.

Possible committee members entitled to do this job are : Hans Bollinger, Alberto Castagna, Denis Cortella, Yann Martail, Nicky Moss, Eduardo Sanchez Granel, Paolo Zammarchi.
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- Vice President(s): candidates, election

This title is not mandatory by the Statutes but we were used to grant it in case it helps one of the Committee Members in his community.

Goran would like to get one candidate because he's President, and Event Manger, from time to time organizing comps or competing. It can lead to some conflict of interest.

Paolo Zammarchi is standing-up. He should join majority of World Cups in 2014.

Vote : Do you accept PZ as 2014 Vice-President ? In favor : 4 Against : Abstention : 1

Election of the PWCA steering body

- do we need to redefine how it works
- elections cycles (at the moment mandate is one year)
- candidates to stand up, followed by vote
- at the moment SB structure is:

President, General secretary, Executive Secretary, TD, + one member of the elected Committee

- introducing new Annex to the Statutes defining all details regarding SB, who will make it and when.

This concept has been introduced 1 year ago.

Members present have a feeling that this way of work was efficient and improved our way to make decisions.

The original definition of the Steering body is :

President, General Secretary, Executive Secretary, + two Committee members.

Elections are on a yearly circle. President is elected by the General Assembly on a 3 years term. Executive Secretary gets a long term job contract. The 3 other members (GS + 2) must be yearly elected.

It is required to prepare the Annex to our statutes defining the Steering body, its election, its function and way to work.

This Annex will be prepared by GD and presented to the Committee for approval or comments before April 1st, to be approved at SCM 2014.

Ulric and Paolo are volunteers to stay/join in the Steering Body.

Other candidates must stand up before Saturday 16th November 12:00 (GMT+1)

Proposal to introduce Technical Advisor(s)

- procedures, mandate, voting rights, meetings attendance
- do we need them and in which areas

Nothing is new as this concept is already existing in our Statutes.

Goran had personal meetings with Joerg Ewald.

Possibilities to be explored. Precise mandate to be defined.

Antonio Golfari is also proposing himself to work on specific tasks such as the web site.

All committee members are volunteers but sometimes we need experts in dedicated topics.

Goran is in favor to reactivate that concept to allow us to benefit in the knowledge we may need.

Laura : The President is entitled to design the general strategy. If he feels we need an adviser on a topic, committee support must be provided first..

Idea is to link the Technical Advisers to the Steering body and to link the advisers to specific topics. The Adviser would get the information only about his topic.

The reason why we stopped to use that concept in the past was that Technical advisors had the same rights/views than committee members BUT they were not elected.

The idea is to reintroduce that concept and to benefit in the expertise of outside capacities. Also to open the door for other people to join us officially.

Goran would like to keep the World Cup leading our sport and we may need external resources to keep that rank.

It is proposed :

GD defines the PWCA General strategy. If external support is assessed as necessary and Committee approval granted, GD may invite certain experts to join the work of the Committee as advisers. They will have no voting rights and will act in their own domain of interest only.

Yann : Do we need help now ?

- Web design : Antonio approached Goran in Serbia 2013. We should contact him back and try to find an agreement.

Goran will contact him.

Vote : In favour : 5 Against : Abstention :

Procedure :

We do not want the Technical Advisor to have the same rights than committee members because they are not elected at the PWCA General Assembly

Mandate :

We propose 1 year mandate

Voting rights:

We propose to give them the right to vote on the topic they are expert on

Meetings attendance:

We propose that they join the meetings on invitation only.

Communication :

The communication goes through the steering body

2013 late cancellations & refunds

2013 rules state :

1. Pilots who want to cancel their registration should do it as soon as possible.
2. A pilot who cancels at least 45 days before the event can ask for:
 - a. His or her entry fee to be used for the next event where he or she will be selected.
 - b. A refund of the entry fee (an administrative fee of 20 € will be deducted).
3. Cancellations received less than 45 days before the event will be refunded 50 % of the entry fee.
4. Cancellations received less than 2 weeks before the event will not be refunded.
5. Circumstances beyond the pilot's control will be considered by the World Cup Committee when deciding on refunds.
6. It's the pilot's responsibility to claim the return of his or her entry fee. Requests for refunds for fees paid must be made before December 31st of the same year.

- Serbia

The organizer has been paid on the basis of 129 pilots (7 days prior to the comp). 124 pilots attended.

Laura dealt by the rules for the following pilots :

- * Durali - Cancellation 66 days before - refunded 180 €
- * Peljhan - Cancellation 57 days before - reported to Turkey 2013
- * Bayrak - Cancellation 57 days before - reported to Turkey 2013
- * Trondsen - Cancellation 51 days before - refunded 180 €
- * Pernollet - Cancellation 48 days before - To be refunded 180 €
- * Dhonneur - Cancellation 46 days before - refunded 180 €
- * Michielsen - Cancellation 41 days before - refunded 50% = 100 €
- * Cortella - Cancellation 37 days before - refunded 50% = 100 €
- * Krasikov - Cancellation 33 days before + medical certificate - reported Sapronenko Turkey
- * Tovar - Cancellation 25 days before - reported 100 € to Avendano Turkey 2013
- * Prinz - Cancellation 19 days before - refunded 50% = 100 €

The following pilots 'cancellation needs a committee decision. Proposal from present members (5) are :

- * Cartin - Cancelled 44 days before. Due to the jetlag with Mexico, he was in time. Proposal is to grant him 180 € refund.

We need to introduce a time reference in 2014 rules when we set deadlines.

- * Vogel - M. Petz cancelled 41 days before the comp as they had a car accident on the way back from Val Louron. Ferdinand had a broken leg and confirmed his cancellation 23 days before.

Proposal is to refund 50% = 100 €

- * Ceglar - Cancelled 19 days before because some things came up. Laura informed him he should get 50%. proposal is to refund 50% = 100 €

* Todevski - Cancelled 5 days before the comp because of injury (left hand tendon). As previously, he stated that his fee had to be paid by Goran. Proposal is that he won't be refunded and moreover he has to pay the 230 € due before being confirmed to a next World Cup...

The organizer part of his fee has been paid to the local organizer so easy to justify.

- * Baerheim - Cancelled 1 day before because he has no wing. Proposal is no refund

* Ristanovic - Cancelled the first day because his wife is giving birth. he could have known.

Proposal is not to refund.

- * Labovic - He had a wildcard and cancelled just before local registration. Zeljko managed to replace him. Because he's been substituted by another wildcard (who paid his fees), proposal is to refund 180 €.

- * Hawke - he did not show up without informing PWCA - Proposal is not to refund
- * Suarez - he did not show up without informing PWCA - Proposal is not to refund
- * Forgo - he did not show up without informing PWCA - Proposal is not to refund

2014 rules have to be completed with the time we're using to calculate deadlines.

- Turkey

The organizer has been paid on the basis of 127 pilots (7 days prior to the comp). 123 pilots attended.

Laura dealt by the rules for the following pilots :

- * Vogel - Cancellation 61 days before by Petz - refunded 180 €
- * Bonet Dalmau - Cancellation 56 days before - refunded 180 €
- * Cubel - Cancellation 50 days before - refunded 180 €
- * Krasikov - Cancellation 50 days before - refunded 180 €
- * Fedele - Cancellation 47 days before - refunded 180 €
- * Remy - Cancellation 37 days before - refunded 50% = 100 €
- * Drabik - Cancellation 37 days before - refunded 50% = 100 €
- * Trumel - Cancellation 20 days before - refunded 50% = 100 €

The following pilots 'cancellation needs a committee decision. Proposal from present members (5) are :

- * Armant - Cancellation 11 days before for significant personal reason - Proposal is to refund 50%
- * Gallon - Cancellation 9 days before because of work + children - Proposal is not to refund
- * Gomez - Cancellation 5 days before for unexplained personal reasons - Proposal is not to refund (no explanation and the organizer part is paid)
- * Gin - Cancellation 6 days before because his North Korean factory is working again - Proposal is not to refund.
- * Mieszczak - Cancellation 8 days before because of injury. Medical certifiical is provided. proposal is to refund 50%
- * Mahmutoglu - He had a wildcard. he's replaced by a new one and his payment is used by the new wildcard. No refund to manage.
- * Lim - Cancellation 2 days before - No reason - proposal is not to refund.
- * Resplendino - Did not show up without informing PWCA. He asked to be refunded on Nov 5th because he lost his driving licence one day before leaving and had to pay a tax. Proposal is not to refund.
- * Slonkin - Did not show up without informing PWCA - Proposal is not to refund.
- * Etike - Did not show up without informing PWCA - Proposal is not to refund.
- * De Freyman - Did not show up without informing PWCA - Proposal is not to refund.

Superfinal 2013, Baixo Guandu, Brasil

- Topics that needs to be presented and explained to the pilots, new LT, new goal if used, when, who
- Dealing with the Wild Card requests, adopting general policy on Wild Cards
- Local communication issues, options, progress
- Defining of the schedule of the event, training days unofficial and official, rest day, meetings with the pilots

It is proposed to precise our rules as the timing is not clearly defined :

- Schedule, unofficial and official training days :

The Superfinal will be 12 days long. There would be an unofficial training day on Monday. Tuesday will be the local registration day and also the real training day (that day will be scored but not for the competition to test the conical ESS and allow the pilot to understand how he performed). There will be then 10 competition days + 1 rest day (after 5 consecutive days of flying, except on the two last days. To adapt to the weather forecast, if necessary, this rest day can be adjusted by up to one day by the Meet Director and/or the Technical Delegate.)

World Cup staff should arrive on January 11th.

The 2013 Superfinal organizer will be asked to provide an unofficial training day on Monday. No live tracker. No report back. Transportation to Take off, retrieval on main road and certain points only.

If they agree, the information will be spread to the confirmed pilots by email/web

To increase the safety and efficiency, it is proposed to organize a session of stickers' distribution on Sunday/Monday evening.

Tuesday : The organizer will be asked to run a complete competition day with transportation, complete safety system in place (except live trackers), signing before launch leading to mandatory report back.

We will run 10 tasks + 1 rest day so the competition will finish on Saturday evening.

The discussion leads to report back time in case of stopped task during the training day. It will be unrealistic to apply any penalty. How to enforce a reasonable time to report back ?

Yann left

2014 rest day rules must be revised not to allow more than 6 tasks in a row but allowing rest day at the end of the competition.

- Meeting with the pilots

We will have new live tracking system and the new goal. When do we explain that to the pilots ?
If the opening ceremony does not take place on Tuesday, we could do it during the Safety & General briefing.

Ulric proposes to write a comprehensive manual to be sent to the pilots.

**We are thinking to recommend an opening ceremony to be run on Wednesday 15th.
In that case, we could manage a meeting with the pilots on Tuesday 14th to explain the news in term of live tracker and goal.
Presentation to be done by Goran and Ulric**

- Conical End of Speed section (Conical ESS) :

It is our intention to use Conical ESS for every tasks unless some major problems prevent it.

- Turnpoints :

We might have some issues with goals. Ulric will go through and check carefully.

- Dealing with the Wild Card requests, revising general policy on Wild Cards

Pilots who are requesting a wildcard are :

- * Paolo Zammarchi : Request on Oct 4th
- * Marina Olexina : Request on Oct 16th
- * Samuel Cristoforetti : Request on Oct 25th
- * Stefan Vyparina : Request on Nov 2nd
- * Peter Vyparina : Request on Nov 2nd

According to our rules, requests have to be sent before Nov 3rd.

To be discussed tomorrow !

- Local communication issues, options, progress

We noticed last year that communication was poor. It was suggested that they install repeaters and so on but till then no news.

Last year was a good setting for radio so if they set repeaters that would work.

Paolo asked about the possibility of using personal spot.

It is replied that Spot is already integrated in our system. This information has to be shared with the pilots. If a pilot is in possession of Spot device we will encourage her/him to use it and we will provide full support. .

Goran will contact the Brazilian organizers to check the improvements on that point.

- Selections

No problem expected. The process is going on. Legends and wildcards have to be contacted.

Goran recommended to confirm 130 pilots to ensure a full competition with late cancellations.

2014 Season

- Possible problems, possibility that some NAC will not be FAI members so WPRS points will be not available to the pilots

There is a chance that the Macedonian NAC will not be FAI member. Options should be explored. Goran is working on solutions for the problem. he will clearly ask the CIVL President what to do. Nicky, as CIVL competition coordinator, may advise.

In meantime this issue has been solved positively

- 2014 Pre World Cup bids

The bids have been sent to the Committee by emails on Nov 13th, 2013.

Brazil - Aguas da Prata : 20-27 Sept 2014

No reason to refuse it but it may overlap with the 2014 Superfinal if it is scheduled in Turkey (23 Sept - 4 Oct)

We will inform them and if it is a matter of concern for them, they can propose alternative dates. If they do not change, it is approved like it is proposed.

Vote : In Favour : 4 Against : Abstention :

Indonesia - Bata Dua

This organization run a 2013 Pre world cup : very good feedback from pilots. Petra observed it and sent her report.

She also explained that on that place they started to build a big dam and everything will turn into a big lake soon. In 2 years there won't be any place to fly...

They are bidding to organize a 2014 World Cup or 2014 Superfinal.

Laura already replied :

" ...We've also recorded your bid to organize a 2014 World Cup event or 2014 Superfinal. Thank you for your interest.

Your bid can not be considered as a 2014 World Cup event as our 2014 Calendar is already published since June 2013. We are used to prepare the World Cup calendar largely in advance to allow organizers to prepare in the best conditions.

The 2014 Superfinal is not yet published but your bid is not eligible as according to our rules, any Superfinal organizer must have run a World Cup event.

According to Petra's report and advices, we recommend you to bid for a 2014 Pre World Cup and already bid to be granted the 2015 World Cup status (we heard how cautious time is for your flying site)...

If you're OK with that proposal, the Committee could study that next week-end (We are meeting). I could record a 2014 Pre World Cup bid to be run from Sept 13th to 20th in Bata Dua....and a 2015 World Cup bid around the same period...."

Let's wait for their official bid.

Indonesia - Sigi - 16-23 Aug or 23-30 August

The bid comes from Nixon Ray. First date proposal is overlapping with the 2014 Europeans (3-16 August) so we should advise them to run it from 23-30 August. Except that point, no negative comment.

Vote : In Favor : 4	Against :	Abstention :
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Thailand - Nakornratchasima - 24-27 April

Ulric attended comp there before. The place is amazing to fly but the wind was often coming from the back. Ulric went there around one month later in 2011. Nice flatland flying.

Goran will contact them to get better knowledge about conditions in April in that area. The Meet director is well connected locally. No financial problem expected there.
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Switzerland - Disentis : 13-18 July

The bid is not yet official but Martin already confirmed that it is coming soon. Famous place, famous Meet director, just waiting for official bid.

Vote : In Favour : 4	Against :	Abstention :
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Expected bids :

- Romania : Valeriu Jurca should bid but for a different flying site
- Nepal - Pokhara : Laura has been contacted by Isabella Messenger and robin Gurung....They've been sent the procedure to bid
- India : they may bid to run a 2015 World Cup so a 2014 Pre World Cup bid is not excluded.
- France - Millau : 23-29 June 2014 (natural games). Laura get a first contact with Frederic Lecomte last week.
- Iran : Goran has been contacted. He did not want to encourage them to bid if then we refuse it for political reason. We can easily expect problems with girls dressing code, with filming. Live tracking will not be allowed. A regular Pre World Cup looks impossible in such a context.

End of the meeting : 19:50



**2013 PWCA AUTUMN COMMITTEE MEETING
MINUTES
Hotel Campanile - FERNEY VOLTAIRE (France)
Day 2 - 16 NOVEMBER 2013**

Present : Goran Dimiskovski - Yann Martail - Martin Scheel - Paolo Zammarchi - Ulric Jessop - Laura Sepet

Excused : Hans Bollinger - Alberto Castagna

Start : 09:00 - 13:30 and 14:45 - 20:00

2014 Season

- Short presentation on the current status of regular events

Mexico :

Things are going well with registration. Miguel is ready as planned. The single problem may be the dates as the ones we accepted are the latest he proposed and the earliest we were able to accept. Nothing to do with that except to keep in mind that conditions may be strong so pilots committee must take special care about that and probably be conservative when drafting tasks. It will be important to be moderate there.

Argentina :

Martin Utrera and Eduardo teamed up. Martin is the General Organizer. The place is often windy. Pilots will be explained how to fly there during the General Briefing.

France :

The team is meeting frequently. Laura will be invited to join the upcoming meetings early next year. They are waiting for a complete organizer rules book.

Goran will contact Louise and Brian from CIVL Bureau to ask permission to use their recent

work on the subject for a reference.

Laura and Goran will work on the new Organizers Rule Book, adopting current World Cup structure and actual modus operandi and will submit it to the Committee to be approved.

Laura should visit the base within this month. We will have to insist on the sportive aspect as they are planning to organize a big public event

We talked about MD. We fully trust Philippe, translation to be managed if needed.

Portugal :

Those guys run a 2013 Pre World Cup that was unfortunately, not well attended. Everything is working well. This organization team run many World Cups and Pre World Cups. They have good local support.

Macedonia :

May be not FAI sanctioned. (**edit: solved in meantime**).

That's the biggest issue.

Goran will be the Meet Director.

In the last 2 years, some Macedonian pilots started some business there. Good communication with authorities. Good support too.

We need to define the General Assembly place. It is generally held during the latest event of the year.

Do we run it during the Macedonian World Cup or during the Superfinal ?

Both destinations have sufficient facilities. .

Pilots attending those 2 events may be different : During the SF, we will have top 30 of each World Cups. During Macedonia, the public will be close to our yearly member community.

Pro Macedonia : pilots more likely to represent wider PWCA membership, less stressed competition atmosphere compared to SF.

Pro Turkey : Turkey's room will be prestigious, extraordinary local support with all organizational issues

With unanimous vote of present members, the 2014 General Assembly will be held in Macedonia

Superfinal 2014:

Bid for Erzincan, Turkey (in progress), pros and cons, local issues, decision to be made asap.

Bid for Reunion island, France:

This organization is bidding for 3 years in a row. We may consider their bid. Sportive aspects of the latest events improved significantly. One problem is that since the Route des Tamarins is built, landing when conditions are weak is not easy when XC.

Bid from Indonesia:

This organization is bidding also but is not eligible as they never run a World Cup event so being granted a Superfinal is not by our actual rules. They will be advised to focus on 2015.

- Who is going where ? Who is doing what ?

Goran : 5 World Cups + Superfinal in Brazil + Superfinal 2014
 Ulric : 5 World Cups + Superfinal in Brazil + Superfinal 2014
 Chris : 5 World Cups + Superfinal in Brazil + Superfinal 2014
 Philippe : 5 World Cups + Superfinal in Brazil + Superfinal 2014
 Laura : 2 World Cups (Fra - Mkd) + Superfinal in Brazil + Superfinal 2014
 Yann : 3 to 4 World Cups (Arg, Fra, Port, Mkd ?) + Superfinal in Brazil + Superfinal 2014
 Paolo : 3 to 4 World Cups (Arg ?, Fra, Port, Mkd) + Superfinal in Brazil ? + Superfinal 2014
 Martin : Not yet decided

2014 International Competition Rules (ICR)

- Revising the selections for the SF,
- Rules for woman selections,
- Wild Cards,
- Invitation to current winners of FAI Continental Championships....
- Rest day

- Rest day :

We need to rephrase the rest day. In case we have 4 non flying days in a row at the beginning of the competition, it will lead to 7 tasks at the end of the competition.

We do not want 7 flying days in a row. We do not want comp to end earlier also.

Example:

Monday	Unofficial training day					
Tuesday	Training day & Local registration					
Wednesday	1	1	1	1	1	1
Thursday	Rest day	2	2	2	2	2
Friday	2Rest day		3	3	3	3
Saturday	3	3Rest day		4	4	4
Sunday	4	4	4Rest day		5	5
Monday	5	5	5	5Rest day		6
Tuesday	6	6	6	6	6Rest day	
Wednesday	7	7	7	7	7	7
Thursday	end	8	8	8	8	8

Friday	end	end		9	9	9	9
Saturday	end	end	end		10	10	10

2014 rest day rules must be revised not to allow more than 6 tasks in a row.
 Martin : the first day should be excluded.

To be implemented in 2014 rules:

Unanimous vote of present members :

**The organizer must use a single rest day to ensure that no more than 6 days in a row are flown.
 The rest day can not be set during the 4 first competition days.**

- Duration :

The Superfinal duration/schedule must be mentioned in the 2014 rules.

The Superfinal will be 12 days long and should normally run from Tuesday to Saturday. In addition, the organizer will organize an unofficial training day which should normally be on Monday.

Tuesday will be the official training day and local registration day.

There will be a maximum of 10 competition days and one rest day.

- Rules for woman selection :

In case a World Cup is not fully valid, how do we set the woman waiting list ?

When a comp is fully valid, next row is selected.

When a comp is not fully valid, if 2 women were immediately selected, next woman will be selected every 2 rows.

When a comp is not fully valid, if 1 woman were immediately selected, next woman will be selected every 3 rows.

Example:

	PWC1	PWC2	PWC3
	fully valid	2/3 validity	1/3 validity
	Rank	Rank	Rank
immediate	1st	1st	1st
immediate	2nd	2nd	
immediate	3rd		
WL1	4th	3rd	2nd
WL2	5th	4th	
WL3	6th		
WL4	7th	5th	3rd
WL5	8th	6th	

- Superfinal 2013 Wildcard requests :

The usual Wild Card policy is :

- Local (organizer wildcard)
- Being a legend or hero
- Rendering high services to PWCA

Then it is proposed to implement it with :

- Special circumstances

According to our rules, requests had to be sent before Nov 3rd.
Pilots who are requesting a wildcard in time are :

*** Samuel Cristoforetti : Request on Oct 25th**

*"Hello Laura,
I wanted to ask you kindly...*

Cause problems at work and family, I only did the French Tour. I was wondering if I can have access to the Superfinal in Brazil with a wildcard. I made other stops in PWC in the last year; in January also the Superfinal in Colombia Roldanillo. Would like very much to participate.

*Waiting and hoping for a positive response...
Best regards"*

The Wild Card is refused because he's not fitting the criteria.
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*** Stefan & Peter Vyparina : Request on Nov 2nd**

The Wild Card is refused because he's not fitting the criteria.
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Edit: This two wild Cards were granted as Vyparina brothers accepted to perform official glider check during the SF with their own equipmet and free of charge. That is qualifiang them under criteria:
Rendering high services to PWCA

*** Marina Olexina : Request on Oct 16th**

On one side : She contributed to the development of World Cup in her country. Numerous times, she demonstrated extraordinary commitment to PWCA.

She was selected in Superfinal 2012 but she did not join because she was injured in St André.
She was on the podium in Serbia.

Vote : In favour : 6 Against : Abstention
Marina is granted a PWCA Wild Card

*** Paolo Zammarchi : Request on Oct 4th**

He's fitting at least 2 of our criteria:

- Being a legend or hero
- Rendering high services to PWCA

Vote : In favour : 5 Against : Abstention : 1 (PZ)

- invitation to current winners of FAI Continental Championships....

Last year we stopped to award continental champions. We haven't clearly defined anything about FAI continentals.

It is proposed to invite all World Champions but only CURRENT Continental Champions to the Superfinal.

Non flying day definition :

The 2014 rules has to be implemented with :

A non flying day is a day when a task is canceled entirely or less than half an hour after a window opening.

Reintroducing of Country/Nation classification in the results and in the Closing Ceremony.

This is Martin's proposal.

Goran is thinking that PWCA is an individual competition. On the other side, it is sometimes important for some communities to have this classification.

It's also important for the organizer.

Ulric is Ok to set the nation together with name but he's against nationalism and against nation ranking.

Martin thinks that it's a bonus for media. It doesn't disturb us.

Ulric feels it just pollute the sport.

Goran : We should reintroduce that classification because half of our pilots are supported by their national organizations. It's a way to pay back that support.

Ulric : That classification is just a fake. How to compare a nation scoring with 50 pilots than a nation represented by only one pilot ?

Goran proposed to calculate an average or to find a classification that enables to run the media show that is important for some countries.

Ulric can not see how to manage a nation ranking that is representative enough to be worth being celebrated.

Martin reminded that our rules state that we have a country ranking that is not awarded during the ceremony but that is exposed in our web. Martin is fine with that.

Ulric stated that comparing a nation scoring with 30 pilots with a nation scoring with only one is not fair so leads to a fake ranking.

Martin disagreed as a nation that is represented by a lot of pilot shows it's strength.

Goran would like that we do not ask the organizer to provide any trophy or diploma for nation rankings.

Goran proposed to accept criteria to provide a fair country ranking, we call the podium and no special awards but it improves communication, media and help some communities.

Criteria should be defined to call the 3 best performing nations during the closing ceremony.

It is proposed :

- to keep the existing rule for 2014 season

- to work on a formula to provide a representative country ranking in 2015

Vote :

In favour : 6

Against :

Abstention :

Tyrkas/Armant proposal to reintroduce sort of discards in regular events, pros and cons, decision.

Ulric is 100% in favour.

Yann stated that in general French pilots are against but fine with FTV for Superfinal. The main reason why is that other events are selective for Superfinal so you have to consolidate your skills during those events.

There are several important points in that proposal :

-It is coming out of practical reason. You go at the end of the World, you do once bad and then you're out for the rest of the competition. Time and money invested are just lost

-Safety reason : if you do not like the conditions, then you're not under stress to go on

One more information : FTV should be recommended by FAI for every single Comps and applied 100% during Cat 1 event.

Goran is proposing to score 2014 season with FTV. This system is well accepted during the Superfinal. Yann would agree in case we change the FTV parameters during World Cup events : the event is shorter so to give consistency to the ranking it is needed to adapt the parameters of FTV if adopted. Goran propose to have 1 out of 5 as it will be more sportive. 1 out of 4 means that your bad task will fully disappear. 1 out of 5 (FTV 20%) will lead that a part of the bad task still affects the general results, unless competition has 5 valid tasks.

Following General Assembly's motion :

Do you want to score 2014 World Cup events with FTV ?

Vote : In favour : 4 Against : 1 (YM) Abstention : 1 (LS)

If voted, do you agree to have FTV 20% discard during World Cup event ?

Vote : In favour : 5 Against : Abstention : 1 (LS)

Altitude arrival points – Formula

It looks that it should be now removed from the rules as we're going to go for Conical ESS.

Implementation of CESS or Final Glide Decelerator, are we ready, do we have all complementary rules in place?

CESS = Final Glide Decelerator

The leader points are vertical. Leading bonus will be calculated according to the distance to the line as it was previously done.

In case of stopped task, proposal is to give the pilot the best position including altitude bonus. We take the full track, we apply 4 to 1 glide compensation.

Ulric proposes :

We currently credit a pilot with either his best position on course OR his position at the time that the task was stopped plus the altitude bonus. I propose that a pilot should be credited with his best possible position taking the best point in his flight that gives the best possible distance taking into account the altitude bonus for that particular position. The reasoning for this is obvious: If a pilot arrives high at a part of the course that is dangerous and then goes back to land before the task is stopped, he will be seriously disadvantaged against a pilot that arrives at the same point at the time the task was stopped despite the fact that the first pilot was obviously beating the second one. I think it is critically important that we make this amendment.

Present members agreed on that proposal and Ulric will prepare the wording to implement the rules.

Goal crossing :

See the graphic below.

Even with CESS, crossing the goal line remains mandatory.

Ulric is proposing to enforce a semi circle. Virtual line will be 400 meters in total : 200 m each side + semi circle around this central point.

The physical line is still the same.

In case of difference of position in between both lines, we always take it to the advantage of the pilot.

Paolo is in favour of semi-circle as it always goes in the pilot's interest.

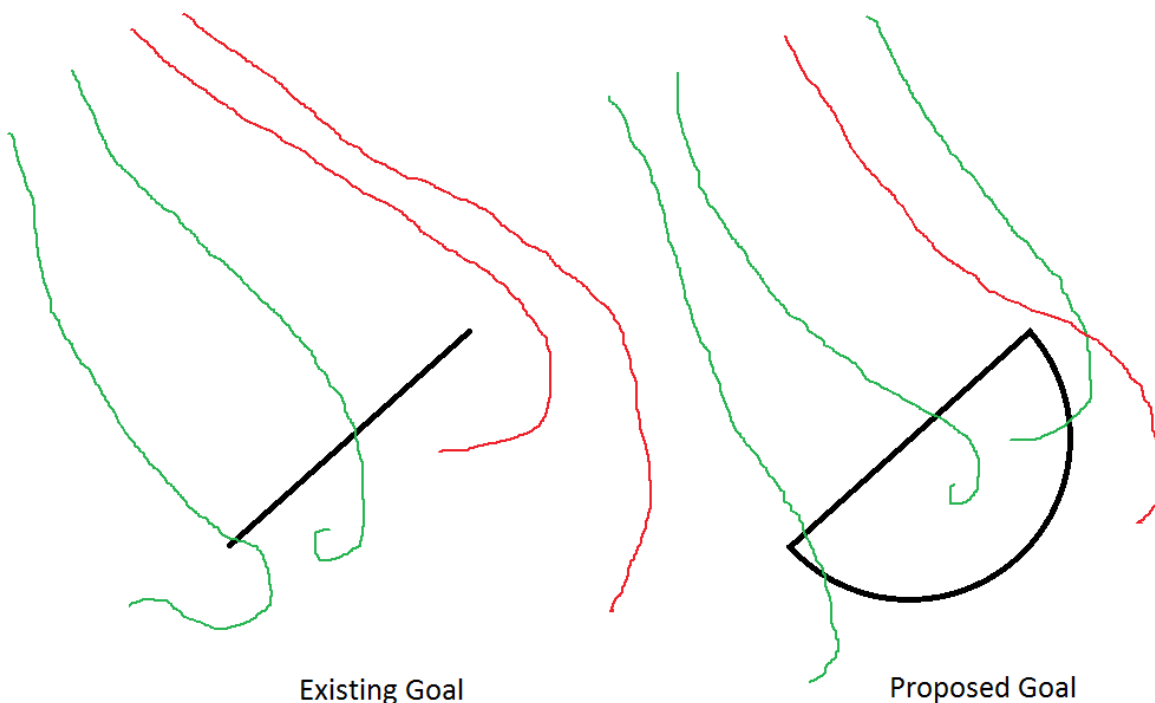
Goran is against as the line loses all its importance. Goal marshal's job will have no meaning anymore.

Yann : it's already the case since we accepted the 400 m virtual line.

After discussion and in synergy with CESS, the proposal is adopted.

Paolo left.

Goal crossing :



Schalber and group of Austrian pilots proposal of mandatory use of speed system travel limiter on all gliders participating in SF and 2014 season. Can we do that, is it possible, is it feasible for us and for the pilots. PMA meeting info on this topic.

During the PMA meeting last September, the present manufacturers do not like that idea.

After the Austrian pilots proposal, PWCA contacted the manufacturers to suggest that concept. During PMA meeting, it was clearly rejected by all manufacturers for the upcoming season. It was not possible to enforce that proposal for the Superfinal in such a short period of time.

Anyway, we may introduce speed system limiters in our Competition rules for 2015 season.

Fees for the Protest, Appeal.

As they are quite modest at the moment it leads to misuse of pilot's rights and a lot of non serious complaining. Proposal to increase them at every level to encourage mistake acceptance on pilots side and to reduce unnecessary work of the staff on site, especially on the last comp day.

At the moment, protest fee is 60 €. Appeal fee is 120 €

As these amounts are quite modest, it leads to misuse of pilot's rights and a lot of non serious complaining.

Proposal is to increase them at every level to encourage mistake acceptance on pilots side and to reduce unnecessary work of the staff on site, especially on the last competition day.

A complaint can be set by a group of pilot but the person making a protest or an appeal must be individual.

As an individual, you are taking the personal responsibility of your statement.

Goran would like to raise those fees to cover at least the cost that those process are generating.

Yann and Laura think that the protest fee should remain affordable to allow a pilot to explain his point of view.

Proposal is :

Protest fee remains at 60 €. Protest must be individual.

Vote : In favor : 5 (GD, YM, LS, UJ, MS)

Against :

Abstention :

Appeal fee should cover the expenses of such a treatment. Committee members must be assigned, should not be involved. The time of treatment is always long.

It leads to a complete reexamination of all facts so it's a very serious thing that could change the ranking.

Proposal is :

Appeal fee is raised to 300 €. Appeal must be individual.

Vote : In favor : 5 (GD, YM, LS, UJ, MS)

Against :

Abstention :

Devaluation of Pre World Cup events rules.

We already have a devaluation that is applied according to the number of point of the best pilot' score

and one more about the number of attending pilots.

...All competition results, including World Cup events and Pre World Cup events, with less than 1800 points for the overall winner will be devalued by one level, and those with less than 1100 points will be devalued by two levels.

Pre World Cup events are level 3 but are devalued by one level if there are less than 50 pilots present as well as any devaluation due to the winner's points...

This year, we had a 2013 Pre World Cup with a very low number of attending pilots. The organizer was persistent because they wanted to prove to their NAC they are capable.

This competition was not representative. We decided to name a local pilot to observe that competition because it was not a real observation. We do not want our trademark to be devalued by low quality comps.

Do we set a limit to allow us to cancel a confirmed Pre World Cup ? Or do we heavily devalue it ?
Both ?

Proposal is to add one step of devaluation in case the Pre World Cup is attended by less than 30 pilots
The winner of a Pre World Cup that has been devalued by 2 levels will not qualify to the Superfinal.

This is not solving the problem of sending an observer not to really observe.
Canceling a competition after approving it, is not good for our consistency and reputation.

Gliders for 2014 and 2015

- Latest developments on the issue.
- Short report on the related meetings in 2013 and outcome.
- Position of PWCA regarding gliders that will be flown within PWCA comp circuit for the CIVL Plenary 2014.
- Previous year decision on the subject and how it reflects to the actual state of the issue.

PWCA already defined and displayed which gliders will be allowed to fly during 2014 and 2015 Seasons :

"2014 Season : PWCA will be run with current EN A to D certified gliders only.

2015 Season : PWCA will accept all EN certified gliders including ENCC if available as a label.

Depending of other possibilities capable to be developed in the meantime, we may enlarge the range of allowed gliders to fly our competitions."

We won't change that proposal.

Competition Class for 2015 is defined and it will probably pass through.

It looks like the new Competition Class may be conflicting with our decision as current EN-D wings may perform better than new ENCC wings...

The ENCC proposal (See the 2 attached documents from CIVL) is to certify a wing from 95-115 (or 2 certifications to cover that range according to manufacturer) and to allow same wing that will be scaled to cover 70-130 Kg range. The certified wing will be used as reference. It will also be used to set the maximum speed of that model and introduce speed limiters on all sizes to guarantee that principle.

See : RFC 2015 Paraglider CIVL EN Competition Class definition.pdf
2015 Paraglider CIVL EN Competition Class Definition explained.pdf

Our decision for 2015 wings is declared.
Then what may happen if the CIVL proposal is passing for 2015 season.

January 2015 : Worlds will be run with ENCC wings
Few weeks later, PWCA will accept all EN wings including current EN-D wings that may perform better than new ENCC.
Nothing prevents a pilot to fly his old EN-D wing during the World Cups.

We will follow all developments and define our position following previously taken decisions (before CIVL Plenary meeting).

Stop : 20:00



2013 PWCA AUTUMN COMMITTEE MEETING MINUTES

Hotel Campanile - FERNEY VOLTAIRE (France)

Day 3 - 17 NOVEMBER 2013

Present : Goran Dimiskovski - Yann Martail - Martin Scheel - Ulric Jessop - Laura Sepet

Excused : Hans Bollinger - Alberto Castagna

Start : 09:00 - 13:20 and 14:30 - 18:45

2014 International Competition Rules

Glide ratio arrival proposition in case of CESS

- In case of stopped task with a CESS, any pilot who has crossed ESS is awarded goal.
- If the task isn't stopped, the pilot must reach goal in order to be accordingly scored.

Rule about definition of minimum launch-able time to validate the task related to the physical limitation of the particular take-off.

Our current rule defines that minimum validation time is calculated as: time (30 seconds) per pilot per slot.

We need to redefine those 30 seconds to avoid to validate a task with very few pilots running the task.

Goran suggests to raise those 30 s to 2 mn per pilot.

Ulric suggested 1 mn.

1 mn 5 slots : it means $125 \text{ mn} / 5 = 25 \text{ mn}$ to launch all pilots

1 mn 3 slots : it means $125/3 = 45 \text{ mn}$

2 mn 5 slots leads to 50 mn of opening gate...

We are defining the minimum launchable time.

30 seconds leads to 15 mn of launchable time. That's not realistic.

Do we think that 30 mn is reasonable ? Yes it is.

So we need to calculate a launchable time linked to number of slots on take-off to allow all pilots to reach the start gate in time.

Goran suggests to establish a process :

TD goes to launch to check how many slots the take off offers

He defines the launch-able time per pilot per slot (proposal is 1 minute)

2013 rules state :

"Launch validity

- 1. In addition to the launch validity calculated by the scoring formula, a task is only considered valid if the launch window was open for more than 30 seconds per enrolled competitor and per simultaneous take-off possibility (decided by MD and TD).*
- 2. Enrolled competitors in this context means all originally enrolled less those disqualified or officially withdrawn."*

It is proposed that :

The TD announces at the first task briefing on every single take-off how many slots the take-off allows.

Validation launch-able time is calculated per pilot per slot with a value of 1 min.

In case only very few pilots launched and all reached goal, day validity will be very heavily devalued so task will be valid but max score should be very low.

Goran would like to reduce the window opening time. We often set 3 hours. What happens if one pilot waits for the last minute to launch ? It means that the medical crew and TD stay at launch until the last one decided not to fly or to launch. That's not correct

Ulric replied that it never happens. Or they launch or they give up. Anyway, Ulric, as TD, is never quitting the take-off leaving a competition pilot on launch.

Organizer rules must be implemented with a checklist for briefings.

Rules on selection-registration of Injured pilots & exceptions, defining rules on medical certificate.

- Rules on selection-registration of Injured pilots & exceptions

2013 rules state :

"If a pilot was injured, or was otherwise unable to compete the previous year and submits appropriate documentation to the World Cup Office, the World Cup Committee may take into account results of the season previous to the one where the injury occurred."

If a pilot was injured, his qualification letter from the previous season may be reported for the next season.

If an injured pilot is fit to fly only 2 seasons after his accident, his qualification letters will be reported with 1 letter devaluation.

After 2 seasons, qualification letters with or without devaluation is no longer accepted

- defining rules on medical certificate.

In case a medical certificate is provided, the committee will decide case by case on the amount refunded, if any.

Rule on stopped task in a proximity of restricted airspace when after stopping pilot is violating the airspace (HG Worlds Forbes 2013)

When the task is stopped or canceled, all competition rules apply up until the pilot is checked in at HQ.

Alfredo Studer proposal to volunteer in producing document (rules) on minimum requirements and conditions for a World Cup (approved) T.Offs. Decision.

He's volunteering to do that job.

It is proposed to contact him to ask him to do it but it will then be subject to the Committee's approval.

Take off quality is always linked to wind direction and force.

2014 Checkings : Material, weight...in case of conical ESS. If checks, who ? Booklet ?

- Weight :

Martin is still in favor of tripod, this tripod to be mobile to move to the pilot.
If that's our will, we have to provide each organizer a way to build one.

Pilots can be weighted anytime. We're aware that the pilot's weight can change from one day to another.
Each check are recorded and taken as last update.

- Gliders, Lines, risers, profile

This season we have a budget.

2013 Superfinal in Brazil

One possibility is to give a Wild Card to each of Vyparina brothers in order to officialy check the wings.

They are independent (not linked to any brand), they have a control center named Perfektfly in Slovakia. They are certified by some brands.

Do you agree to give a Wild Card to Peter and Stefan Vyparina for 2013 Superfinal and to ask them to manage gliders'check for free during the event ?

The Wild Card will be justified by rendering important service to PWCA

Vote : In favour : 5

Against :

Abstention :

In case of refusal, that topic will be re-discussed.

What do we check ?

- Every day, one of the top 3 male randomly chosen by goal team, + 1st female in goal + 1 random in goal , but minimum 3 per task + glider on request (if needed)
- Last task : same process
- Both sides of the wing to be checked : A1, A2, B1, B2, C1, C2
- Reference : Manufacturers will be asked to provide all files to allow checking (lines length, line plan, risers)

- Tolerance :

Goran is proposing to use the same approach as for the Worlds 2013 in Bulgaria.

**Email will be sent to each selected pilot mentioning the link to our website with the current tolerances as they are subject to change.
Ulric will add information on tolerances on the "glider's check" page on our website.**

- Penalties :

Modified glider: zero points for the task, disqualification from the event on a second offense.

This is the 2013 rules description but in practice, 1st offense gets a warning not zero points for the task. In case we have symmetry on A1,A2, B1,B2 giving an advantage to the pilot, he get zero points for the task.

In case of non symmetry, warning is applied.

Yann : Last season, the penalty has never been applied. Do we plan to enforce it this year or do we modify the rules to reflect our current practice ?

We are mature enough to apply the rule now. No modification of that rule.

Other proposals on missing or new rules.

- Penalty for lost Live Tracker unit :

The price of a Flymaster unit is quite high even if we have a special World Cup prize.

In case of damaging : Flymaster will provide a full support to repair. We will have to cover the transportation only.

In case of a lost unit : Pilot in question will be asked to refund the amount.

In case of massive loss (during transportation to Comps) : We need an insurance.

Laura will explore possible way to subscribe an insurance.

Spring Committee Meeting Dates proposal

According to our 2014 Competition calendar, proposal is to organize that meeting on May 3rd and 4th, 2014 around Geneva airport.

Appeal from 2012 Colombian Superfinal

Explanation to the Committee.

It was dealt during the 2013 South African World Cup. There were not enough Committee members on site so Goran selected previous Committee members.

We need to find a way to define quite easily the group dealing with the Appeal.

By the 2013 rules :

" The Appeal Committee will consist of the World Cup President and at least 2 PWCA members (pilots or committee members) appointed by the World Cup Committee, none of them being from the parties involved."

Goran proposes to update that rule selecting Committee members or former Committee members.

President is there to organize the presentation of the problem and lead the meeting.

Goran suggested to update that rule with President and TD. Both will have a consultative voice only.

Proposal :

The Appeal Committee will consist of the World Cup President and TD plus at least 3 PWCA members (committee members or former committee members) appointed by the President, none of them being from the parties involved.

President and TD will have a consultative voice only.

Vote : In favour : 5 (GD, YM, MS, UJ, LS)

Against :

Abstention :

and:

" The appeal will be dealt with by the Appeal Committee during the next PWCA Committee meeting."

Vote : In favour : 5 (GD, YM, MS, UJ, LS)

Against :

Abstention :

General Assembly issues.

- Current format is not working well for years, proposals to change the concept
- To change budget presentation and voting completely, how to do it, proposals, actions.
- Defining precisely voting procedures during GA

Defining location for the 2014 General Assembly :

It's been decided yesterday to run the 2014 GA on July 24th, in Krushevo - Macedonia

Exploring other options how to organize GA in the future

Yann : As a pilot, the GA is too long even though motivated when joining it. Yann dislikes the finance aspect. On the other side, it's that important that it's worth to join it. That's also a possibility to express your mind.

Goran : years are different one from the other.

Our target for next GA should be much less strategy (format is defined, gliders will be decided in February, our decision are made). It should be less stressful.

One point that will easily improve atmosphere is to distribute material in advance.

Laura thinks that the preparation of that GA is the solution. Providing stuff in advance will increase transparency and lead to efficiency.

- GA date : Thursday 24th July 2014 - Macedonia
- Goran and Laura to draft of the Agenda to be prepared for 2014 French World Cup
- It is proposed that the President report is prepared like "minutes" and provided to members together with the invitation 1 month before the GA
- 2013 Accounts : To be validated by the Auditor before the Spring Committee Meeting and remitted to the Treasurer during SCM.
- 2015 calendar : A provisional calendar (realistic in term of cost) will be presented to the Committee on June 1st - The final calendar should be ready on July 1st
- 2015 budget : To be prepared on June 1st then validated by the committee then spread to the PWCA members on June 24th.
- Invitation will be sent 1 month prior to the GA : 24 June 2014 together with President report, Financial Report, a Statement on 2015 material

It is proposed :

May 24th : all 2014 PWCA members will be proposed to submit a topic to be included in the 2014 General Assembly Agenda

June 10th : Deadline to receive topics + material to be assessed and approved by the Committee

June 24th : Invitations, agenda and material are sent to 2014 PWCA members

July 14th : Deadline to submit motions

July 24th : General Assembly

Defining precisely voting procedures during GA

Roll call is efficient in case doors are closed.
Our Statutes must be updated.

It is proposed :

- to get rid of the roll call.
- **Number of expressed votes is the only criteria to calculate the number of voters**
- **Absolute majority is needed to adopt a decision**
- **Statutes modification or Association dissolution need 2/3 absolute majority.**
- **A simple majority is required in case of multiple choice question**
- **Pilots will be still asked to sign at the entrance to validate they are members and remitted their vote material.**

Defining a procedure to treat the motions after a General Assembly

Even with the new procedure for GA , we may receive motions 10 days prior to the GA (by writing to the President).

Those motions will be presented during the GA but won't lead to a vote
It is proposed to include them in the ACM agenda and then to inform the pilots about the outcome of the discussion.

Increasing transparency and communication with members not present during GA, proposals, how to do it, who will do it

The weakest point of communication is that the Minutes from GA and other meetings are not spread in time or neither spread.

During the 2014 GA, Laura will take minutes and will be relieved from other duties.

Goran will review 2013 ACM Minutes, 2013 SCM minutes and 2012 and 2013 GA Minutes to provide a web version.

Web Site

Chris' job description in matter of website : Past - Future

- Past :

After our server's crash in August 2012, Chris dealt with the recovering, then with maintenance, backup and some other actions.

After discussions and during 2012 ACM meeting, PWCA and Chris reached the agreement that Chris should provide a description of the job done and be paid 6000 € for that 18 months of work.

Laura will ask Chris to provide a specification of job performed during that period. We need that document to provide transparency to PWCA members who may ask.

Laura will ask Chris to provide the corresponding invoice covering up to Dec 2013. Budget: 7000 €

Goran will be provided both documents for approval before payment.

Last Spring Committee Minutes stated :

Goran's proposal was to allocate 7000 € budget for Chris services to cover the due since August 2012 and the service up to Dec 2013.

Chris understands the finances and would agree with that.

Chris will provide a document with detailed tasks and spent hours to justify this payment during the GA. We will need it for our accountant.

Kevin should be our technical expert and reference.

- Future :

Our agreement on web site ends up on Dec 31st.

When he will have Chris's job description, we will know better. Then Goran can investigate accordingly.

Antonio Golfari's proposal to work on the design of the web site. Decision.

Antonio is a well connected pilot. Goran will explore possibilities.

Antonio will certainly be asked to work on front page as a priority if he agrees.

Enforcing non-communication on radio

There are personal communications on the radio and it sometimes compromises sport, results and may affect safety.

How to enforce that rule ?

That's hard as it's easy for pilots to use mobile phones in the air...

We may scan but it won't lead to clear solution.

Pilots will be reminded that communication on radio is not allowed during that individual competition.

To take away some advantages from personal communication and enforce pilot to keep the safety frequency, Martin's proposes to be pro-active and to announce the wind in goal and/or similar important info...

The goal team will do it regularly but not at any particular rate.

Proposal to move to Basecamp 24 communication tool.

- Short presentation
- Who will do it and when.

**It is proposed to move to Basecamp 24.
Ulric will set it up and contact us back when ready.**

We need to find a dedicated tool to run online meetings (Sharing of documents, conference call...)

2015 Season

- Preliminary options:
- SF in Valle in December 2015 (to be confirmed).
- World cups in Indonesia, Reunion Island, timings, pros and cons
- 2015 World Cup calendar draft according to bids

We need overseas events to be set quite early to allow us to draft the 2015 budget in time.
Provisional one may be :

- Overseas March 2015
- Europe
- Europe
- Europe
- Overseas Oct/Nov 2015
- SF15 Mexico Dec 2015

2014 Season, Live Tracking

- What to do with existing LT system, to sell, to rent, to continue using it (vehicles), other

We will stop the contract with Eseye. Renting without SIM cards is possible but not ideal.
Renting them will bring some money but will create additional work.

**Proposal is to keep them up to the end of the 2014 Mexican World Cup .
We then keep 20 units in case we need them for vehicles.
Other units will be sold. Prize to be fixed in February 2014.**

FFVL : They are interested to test them. They will be provided, according to their request, 2 units without SIM cards to manage their test before Dec 15th, 2013.

General information on the progress made with Flymaster
New units, new procedures, new options

Goran will come back with information by email in a close future.

Adjusted penalty in case of loss

See above

Ulric added that the SIM card has also a value. Then we will need to cancel the contract and deactivate it...

Sales policy

This process has to be finalized with Flymaster

This arrangement should be benefit for Flymaster as an exclusive long term partner and for the pilots.

PWCA will act only as an intermediary.

End of the meeting 18:45

***** Please note that this is short web version of the document**

Not dealt during that meeting :

Reimbursement rules

- Staff
- committee members & advisors
- Observers

Statutes update:

- What happens with our funds left in case of dissolution of the Association, procedure of making this decision, where, when
- Redefining of the vote procedure for elections of committee members, minimum percentage of votes, procedure if elections are not successful.
- Offer from Stephane Malbos to revise, restructure and update our Statutes to reflect our current needs and operational routine. Detailed info.

CIVL/FAI-PWCA relations

- Update on current status in bilateral relations
- Short info on just finished CIVL Bureau annual meeting on the topics that are related to PWCA like equipment, calendars, sanctioning of the comps, licence check (definition of the CIVL ID field in our Safety form)
- Issue with relations with CIVL Competition Coordinator, how to improve collaboration, how to make thins more efficient.
- CIVL General Assembly issues, PWCA position on topics of mutual interest, financial issues regarding participating in this meeting (Bali, Indonesia, mid February)

PWCA finances

- Template for the organizers of World Cups and Superfinals describing amounts they are receiving and precise timing of the transfers from our side.
- Presentation to be prepared with new entry fees values, who, when.
- Overall state of our accounts, what to expect in the forthcoming years, proposals, actions to improve.
- Unsolved issue with Xavier's donations, what to do, how to act rationally and efficiently.

Partnership

- Sponsoring amounts + organizers partnership amounts
- What do we provide / propose?
- Proposal to meet partners in bilateral meetings to improve relations and trust. Also to clear up possibilities and expectations.
- Dealing with old unpaid invoices. Decisions and actions.

Documents needed

- Staff job description
- 3 Organizer rules books: Pre World Cups, World Cups, SF
- Bid template, Organizer contract?
- Sponsoring opportunities document

Communication

- Advertising in Media.
- Trade mark protection "PWCA"
- More often : internal letter, message to pilots, statements to community
- Send mass mail tool problem

Social Media and Filming

- Social Media goals and who will design and work on them.
- How to improve on filming
- Did we reach the maximum extension of current concept
- How to make videos and PWCA in general more visible on Social Media.

