



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7B – Class O

PARAGLIDERS (less Accuracy) CLASS III

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Editor's note: The FAI Sporting Code for Hang Gliding consists of the General Section and Section 7 combined. In cases of doubt, consult the General Section to establish the principles before applying the specific rules which appear in this Section 7.

Hang gliding is a sport in which both men and women participate. Throughout this document the words "he", "him" or "his" are intended to apply equally to either sex unless it is specifically stated otherwise.

This 2008 edition of Section 7B of the FAI Sporting Code has been re-arranged to consolidate rules concerning scoring into Chapter 5 and to move some additional rules concerning paraglider safety standards and documentation into Chapter 12. No rules have been changed as a result of this re-arrangement. Actual rule changes are marked by sidebars.

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

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1 FAI Statutes, Chapter 1, para. 1.6

2 FAI Sporting Code, General Section, chapter 3, para 3.1.3.

3 FAI Statutes, Chapter 1, para 1.8.1

4 FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2 and 2.7.2

5 FAI Bylaws, Chapter 1, para 1.2.1

6 FAI Statutes, Chapter 2, para 2.4.2.2.5

7 FAI Bylaws, Chapter 1, para 1.2.3

8 FAI Statutes, Chapter 5, para 5.1.1; 5.5 and 5.6

9 FAI Sporting Code, General Section, Chapter 3, para 3.1.7

10 FAI Sporting Code, General Section, Chapter 1, paras 1.2. and 1.4

11 FAI Statutes, Chapter 5, para 5.6.3

12 FAI Bylaws, Chapter 1, para 1.2.2

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1 INTRODUCTION

1.1 Description

Section 7 of the Sporting Code deals with records, proficiency badges, world and continental championships for hang gliders and paragliders in all classes.

All sanctioned competitions will strictly follow the class definitions and safety standards contained within Section 7.

1.2 Conjunction

Section 7 is to be used in conjunction with the General Section (GS) of the Sporting Code. In the event of ambiguity the General Section takes precedence. For ease of reading and to allow the various disciplines covered by Section 7 to develop individually it is split into four sub-sections:

Hang Gliding (Classes 1, 2, 4 & 5, including short course speed events and aerobatics)

Paragliding (Class 3 excluding Paragliding Accuracy but including aerobatics)

Paragliding Accuracy

Records and Badges (all Classes)

Note: Separate sub-sections may be created in future for sub-disciplines such as aerobatics and speed gliding if a regular and viable sequence of Category 1 events develops. Technical aspects of aerobatics are currently published separately in Annexes to both Section 7A (Hang Gliding) and 7B (Paragliding).

1.3 General Section

The following subjects are detailed in the General Section.

FAI authority - responsibilities	(Chapter 1)
Definitions	(Chapter 2)
Penalties - protests	(Chapter 5)
Sporting Licences	(Chapter 8)
Appeals before FAI	(Chapter 9)

The General Section also contains the general principles for the following:

Sporting Events	(3)
Observers and Officials	(4)
World Records	(6)
Flight Measurement and Control	(7)

This Section 7 deals with details of these subjects, which are specific to hang gliders.

1.4 Development of Sub-Sections

It shall be considered a general principle of the development of these regulations that they remain consistent throughout the various disciplines except where this is impractical due to basic differences in the Classes or where the traditional format of Category 1 events in a particular discipline require different regulations.

1.5 General requirements for hang gliders and paragliders

1.5.1 Definitions of hang gliders, as per General section.

A glider capable of being carried, foot launched and landed solely by the use of the pilot's legs.

1.5.1.1 Hang glider classes

Class 1: Hang gliders having a rigid primary structure with pilot weight-shift as the sole method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they operate symmetrically.

Class 2: Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

Class 3: Hang gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

Note: Paraglider Line Strength Requirements are set out in Chapter 12.

Class 4: Hang gliders that are unable to demonstrate consistent ability to safely take-off and/or land in nil-wind conditions, but otherwise are capable of being launched and landed by the use of the pilots legs.

Class 5: Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control in the role axis and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

Note: Classes 1, 2, 4 & 5 are not considered further in this Sub-Section of Section 7.

1.5.2 Start of paraglider flight

A paraglider flight shall start by foot launch from a hill or by means of mechanical equipment (aero-tow, winch launch, etc.) except that:

1.4.3.2 Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

1.6 Competition Flight Definitions

These definitions take precedence over the ones given in the General Section.

1.6.1 A flight

A flight by a paraglider starting at take-off (1.6.7.1) and ending with the landing (1.6.13.1) .

1.6.2 Free flight

That part of a flight, in which the paraglider is not towed, carried or assisted by another aircraft or separate external or jettisonable power source.

1.6.3 Flight performance

The achievement attained during free flight.

1.6.4 Uncompleted flight

A flight is deemed to be uncompleted if:

- An accident occurs during the flight resulting in the death of the pilot within 48 hours, or;
- Any part of the paraglider or its equipment is shed or jettisoned other than permitted jettisonable equipment, ballast or fuel declared in advance.

1.6.5 Types of flight

1.6.5.1 Distance flight:

A flight measured for distance between either a take-off place (1.6.7.2) or a departure point (1.6.7.3) and a finish point (1.6.13.3).

1.6.5.2 Goal flight:

A flight from a departure point to a finish point specified in writing before take-off. A goal flight may be measured for distance and/or speed.

1.6.5.3 Gain of height flight

A flight measured for gain of height between any low height and the subsequent greatest height during the free flight.

1.6.5.4 Speed flight:

A flight timed for speed between a departure point and a finish point.

1.6.5.5 Competition flight or task

This may be a combination of the above with the various elements being specified at the task briefing.

1.6.6 Courses

A course consists of the straight line(s) between a departure point and a finish point via any turn or control points in the designated or pre-declared sequence.

1.6.6.1 Declared Course:

A course declared in advance in writing by the pilot.

1.6.6.2 Closed circuit course:

- Out-and-return Flight: A flight to a turn point with return along the reciprocal course to the departure point.
- Triangular Course: A flight around two turn points with return to the departure point.
- Polygon Course: A flight around a course with three or more turn or control points and with return to the departure point.

1.6.6.3 Lap:

A single completed flight around a closed circuit course. A flight may include more than one lap of a course.

1.6.6.4 Measurement

Task distance is measured as the shortest distance that a pilot has to fly to complete the task. This is not compulsory before 1 May 2009 *because Race and other current software does not use this criteria when measuring task distance; the new CIVL software FS does so.*

1.6.7 Start of a flight

1.6.7.1 Launch/Take-off:

The point and/or time at which all parts of the paraglider or its crew cease to be in contact with or connected to the ground or water.

1.6.7.2 Take-off place:

The point from which the take-off is made. If operating from an airfield, the point may be taken as the centre of the airfield.

1.6.7.3 Start Point/Departure point:

The take-off place; or the point of release of tow; or the crossing of a start line; or a ground feature photographed from the correct photo sector. In Category 1 competitions flight distance will be measured from the take-off point.

1.6.7.4 Start time:

The time of the paraglider at the departure point or the time of crossing the start line. In Category 1 competitions this will be specified in the Local Regulations.

1.6.7.5 Start altitude:

The altitude of the paraglider above sea level at the departure point.

1.6.7.6 Point of Release.

The place vertically below the paraglider when it releases from a tow.

1.6.7.7 Start line:

A gateway of a designated width and height, the base being specified on the surface.

1.6.7.8 Types of start:

- Flying Start. The paraglider is in free flight when crossing the start line or departure point
- Standing Start. A start by a stationary paraglider timed from the giving of a "go" signal.

1.6.7.9 Start Sector:

A designated sector, marked either by physical features on the ground, or a specified shape and size which is oriented around a physical feature on the ground, or a specified shape and size which is oriented around GPS co-ordinates (or a set of GPS co-ordinates). The local regulations will detail the type, shape and size of start sectors that will be used.

1.6.7.10 Start Periods

A start period is a period of time, usually between 15 and 30 minutes, at the commencement of which pilots may fly the speed section of a competition task. Pilots starting after the commencement of one start period and before the commencement of another will be scored as if they had started at the commencement of the earlier period. The opening time of the first start period is to be specified at the task briefing and the total number of starts is also to be specified.

1.6.8 Turnpoint

A clearly defined feature on the surface, or GPS coordinates, which are precisely specified before take-off.

1.6.8.1 Rounding the turn point:

A turn point is rounded when the entire paraglider is observed to pass outside the vertical projection of the turn point feature or when it is proved that the designated sector has been entered.

1.6.8.2 Turn point Cylinders

A turnpoint cylinder may be specified by GPS coordinates and radius. Flight to a cylinder turn point is verified when the pilot's track log shows a point inside the specified cylinder or two points where a straight line drawn between them passes through the specified cylinder (16.4.2).

1.6.9 Control point

A control point is a point which the paraglider is required to over-fly or to land at during a flight along a course.

1.6.10 Designated sequence

The order in which the turn or control points shall be flown.

1.6.11 Position check point

A position checkpoint is a point, which the pilot proves to have over-flown during a flight of which the route has not been declared in advance.

1.6.12 Speed Section

A section of the course in a competition task where all pilots are timed from the start of the section until its completion. The start time may be the precise time of each pilot's start or the commencement of the start period (1.6.7.10) in which each pilot commences flying the Speed Section. *The finish of the Speed Section is often assumed to be goal but this is not necessarily the case.*

1.6.13 Finish of flight

1.6.13.1 The Landing

The point and/or time at which any part of the paraglider or its pilot first touches the ground or, (if specified in local regulations)

1.6.13.2 Landing place:

Either the centre of the airfield or the precise place at which the landing is made.

1.6.13.3 Finish point:

Either the landing place or the crossing of a finish line.

1.6.13.4 Finish line:

A gateway of designated width and height with the base indicated on the surface.

1.6.13.5 Crossing the Finish Line

The finish line is considered to be crossed when the leading foot of the pilot cuts the finish line before a landing is made. Refer to 13.2 for crossing goal lines in Soaring Competition,

1.6.13.6 Finish Sectors

A designated sector, marked either by physical features on the ground, or a specified shape and size which is oriented around a physical feature on the ground, or a specified shape and size which is oriented around GPS co-ordinates (or a set of GPS co-ordinates). The local regulations will detail the type, shape and size of finish sectors that will be used.

1.6.13.7 Finish time:

The time at which the glider crosses the finish line.

1.6.13.8 Target landing:

A landing in which the distance of the designated part of a person or of the paraglider from a target centre is precisely measured.

1.6.13.9 Another method

Another method as described in this manual.

2 CIVL RECOGNISED 1ST CATEGORY EVENTS

2.1 General rules

The general rules for First Category events are contained in the General Section and Section 7 Sporting Codes. Local Regulations are rules for a particular event and may not conflict with Section 7; they shall be approved by CIVL and not be subsequently changed.

First Category events are World Championships, Continental Championships and World Air Games

2.2 World and Continental championships

The purpose of the championships is to provide safe, fair and satisfying contest flying in order to determine the world or continental champion, and to reinforce friendship among pilots of all nations.

2.3 Aerobatic Events

Detailed rules for the technical and scoring aspects of aerobatic competition in paragliding appear in S7B - Aerobatic Annex, which for the convenience of pilots is published as a separate document. Competition organisers must read that document in conjunction with this full version of the rules for paragliding 1st Category events and with the General Section of the FAI Sporting Code.

2.4 Authority and bids

2.4.1 Eligibility to Bid

A world or continental championship may be organised only by a NAC accepted by CIVL as competent to run the event. To be eligible, the NAC making the bid shall, as a minimum, have held a national championship or FAI Category 2 competition with a minimum entry of 50 on the proposed site(s) within the last four years before the bid is received. Observers acceptable to CIVL shall either have attended such an event or will be invited to do so before CIVL awards the Championship.

2.4.2 Preliminary Bids

A preliminary bid must be received by CIVL three years before the proposed event.

2.4.3 Detailed Bids

The detailed bid is then presented to CIVL two years before it. Even in the case of previously 'un-awarded' championships, there must be at least a year between the bid and the event. If presenting a detailed bid the organiser is to provide completed copies of the questionnaire which is sent out with the bid requirements; this is to be provided in time for delegates to study prior to the actual presentation of the bid.

2.4.4 Competition Sites and Flying Area

These should be chosen with safety as the primary consideration. Where airspace restrictions would limit competition flying and the bid organisers anticipate relaxation of these restrictions for the Category 1 event, a letter from the relevant Civil Aviation Authority confirming this must be submitted with the detailed bid.

2.4.5 Safety Screening of Bids

All bids for Category 1 events must be examined by the appropriate sub committee with regards to safety. That subcommittee is to then make recommendations to the Plenary regarding the suitability of the bid. To be approved, the organiser must have experience at organising safe and successful international competitions.

2.4.6 Practice Event

The organiser must arrange a practice event on the proposed site one year before the Category 1 event and as close to the proposed championship dates as is practical. CIVL shall appoint a steward to attend the practice event to provide advice to the organiser and to report on any organisational or site modifications required.

If the practice event cannot take place for any reason the Category 1 event shall be cancelled.

2.4.7 Invitations to Participate

As soon as possible after CIVL awards a championship, the organisers must send invitations to participate, with response forms, to all NAC's.

2.5 General organization

2.5.1 Championship flights

Shall be controlled in accordance with the regulations contained in the Sporting Code (General Section and Section 7) and the published local regulations for the event, using Local Regulations master document (Chapter 9).

2.5.2 The Total Period

Of the championships shall not exceed 14 days including the opening and the closing ceremonies.

2.5.3 Minimum Representation

For world championships a minimum of 4 countries with a total of 8 competitors available to fly during the championship is required for the title of Champion to be awarded; for continental championships, a minimum of 3 countries with a total of 8 competitors is required.

2.5.4 Official Practice Period

Of not less than two and not more than five days immediately preceding the opening of the championships shall be made available to all competitors. On at least one day a task shall be set, flown and scored under competition conditions except that the scores shall not be counted in the championship. All competition staff must be present for this task as the aim is to fully test all aspects of the organisation as well as familiarising pilots with competition procedures.

2.5.5 Title of World or Continental Champion.

2.5.5.1 Minimum score

Shall be awarded only if the sum of the daily winner's scores is equal to, or more than 1500 points, as determined by the GAP scoring formulas.

2.5.5.2 Extension of flying

If there is to be a cut in the number of competitors during the event, refer to chapter 8. In the event of continued bad weather a task may be set on the day reserved for the prize-giving, in order to validate the championship, but the total championship period may not be extended.

2.5.5.3 Task Validity

To count as a championship task all competitors shall have been given the opportunity of having at least one competition flight in time to carry out the task.

2.5.6 Protests

Shall be dealt with by a nominated international jury of three members from different nations appointed by CIVL. The time limit within which a protest must be made and the amount of the protest fee shall be stated in the Local Regulations. If the protest is upheld the fee is returned. The protest fee may not be larger than \$50 US, or €50 for championships held on the European Continent.

2.5.7 The Organisers

Are responsible for travel, accommodation, meals and refreshments for the International Jury and Stewards.

2.5.8 The winner

Shall be the pilot gaining the highest total points. The Team winner shall be the team as defined in the appropriate scoring rules gaining the highest total points.

2.5.9 The FAI Gold, Silver and Bronze medals

Shall be awarded to the pilots placed first, second and third, with FAI Diplomas for those placed first to tenth. FAI medals will also be awarded to the National Teams placed first, second and third, and if CIVL decides, smaller FAI medals may be awarded to all members of such teams. All full size FAI medals and any smaller FAI medals awarded up to a maximum of 6+2 will be paid for by CIVL. The organiser is responsible for transportation and any customs costs.

The Organisers may award further trophies and/or prizes.

2.6 Local regulations

2.6.1 The local regulations

These are the rules for a specific event prepared by the organisers for submission to and approval by CIVL. They must use the format in chapter 9 and be sent to the President of CIVL at least eight months before the event. Any version of the Local Regulations published by the organisers before approval by CIVL must display a clear and prominent statement to that effect. The entry application form and the proposed entry fee stating what is included in the fee shall be sent to CIVL at the same time. As a minimum the following should be included in the fee:

- One aeronautical chart of an adequate scale which must clearly indicate ALL take offs, landing fields, necessary turn points, restricted airspace and restricted areas. The chart must have a clearly visible grid that matches the GPS co-ordinates used for the competition
- Contest numbers, identity badges and all competition papers

For the minimum possible additional fee to pilots, organizers shall provide:

- Transport of gliders and pilots to and from the take-off site
- Retrieval from out landings along stated routes
- (Optionally) packed lunches or restaurant coupons on each flying day.

2.6.2 Entry Forms and Local Regulations

The entry application forms together with the approved local regulations and other information useful to competitors shall be published on the CIVL website and notified to delegates after approval and at least five months before the event. The organisers may additionally send this documentation direct to FAI member associations. They may also supply competitors with supplementary information on arrival at the championship site but the CIVL Bureau must have approved any matter intended to have the force of a competition rule as a minimum.

2.6.3 Failure to Follow the Time Schedule

Failure to follow the time schedule or procedures may mean non-acceptance of the event.

2.6.4 Changes to Local Regulations

The organiser shall make any changes to Local Regulations which are necessary to comply with rule changes published in the Sporting Code between the date of approval (by CIVL) of those regulations and the start of the championship. The published rules and regulations, including supplementary regulations, may not be altered once the competition has officially started. Any additional requirements within the rules needed during the event shall not be applied retrospectively. The CIVL Steward and Jury President must approve any further additions to the Local Regulations and such additions must be approved by a majority of the team leaders; only minor or necessary matters may be so approved.

2.6.5 Measurement of Distance

All distance measurements in Local Regulations and task briefings for Category 1 events shall be given in metric units.

2.7 Responsibilities of the organiser and the director

2.7.1 The NAC

The NAC Organiser the championships shall appoint a Competition Director acceptable to CIVL not less than six months before the event. The CIVL Bureau must approve any change of Director. The Director shall take overall operational responsibility for the event including the programme of tasks to be flown. He is also responsible for:

- Publishing a final entry list by the start of briefing on the first flying day.
- Issuing the daily results with minimum delay.
- Reporting the full results, including details of protests or serious problems encountered, to his NAC with copies to FAI and CIVL.

2.7.2 The Competition Organiser

After the pre-competition the organisers must institute the changes requested by the steward unless the organisers present a written document explaining why these changes are undesirable. The final agreement between the organiser and the CIVL should include a requirement for a certain minimum number of competition staff personnel. The organisers must implement any safety recommendations of the CIVL experts.

At the Plenary prior to the competition, the Bureau will discuss the requirements with the competition organiser. If the competition organiser does not implement the requirements, the Jury President may suspend the competition until such a time that the requirements are satisfied.

2.7.2.1 Safety Director

The Competition Organiser shall appoint a Safety Director acceptable to the CIVL Bureau whose sole responsibility is safety. A review of the suitability of the Safety Director should be made by the Steward after the pre-meet and the bureau may require a replacement Safety Director. The Director must be fluent in both English and the local language. A permanent safety channel and separate telephone numbers must also be allocated for his use. The Safety Director must have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.

2.7.2.2 Safety Director Responsibilities

The Safety Director is responsible for monitoring all aspects of safety. These matters include but are not limited to: wind speed, the presence of thunderstorms and other potentially dangerous meteorological conditions. Further duties are to monitor in-air crowding at take-off and the presence of dangerous air traffic. He may also prevent pilots launching with unsafe equipment. He shall have a duty to give a mandatory safety briefing to all pilots prior the commencement of championship flying.

The Safety Director also has a responsibility to attend task advisory committee meetings, monitoring the setting of goals and routes. He should attend safety committee meetings and accept input from the Safety Committee. The Safety Director should collect accident reports and discuss the accidents with the Steward and present the conclusions at the pilot briefing. He is also responsible for checking that all pilots have reported back.

The Safety Director may stop a task or suspend launch at any point for reasons of safety. He shall report his decisions to the Jury president.

2.7.2.3 Pilot Entry

The Competition Organiser must follow 3.4.6.2 "Competition Organisers Responsibilities" with regard to pilot entry criteria. Additionally, the organiser shall follow the rules in the Annex for an Aerobatic event.

2.7.3 Task Advisory Committee (TAC)

This shall be a small committee, which will include at least two elected pilots and a FAI Steward. Task setting and selection remains the ultimate responsibility of the Competition Director, but a task will not be flown without prior reference to the TAC.

2.7.4 Safety Committee

A Safety Committee must be formed and shall include a minimum of three pilots elected by the Team Leaders. The Safety Committee shall be responsible for evaluating all tasks and advising the Competition Director as to the safety of each proposed task prior to task briefing. All pilots have a duty to monitor the flying operations and report to the Competition Director when conditions become unsafe either on launch or on course. This should be done using the phrases Level-1 (safe), Level-2 (strong) or Level-3 (Too strong), to avoid confusion. No person may be a member of both the Safety Committee and the TAC.

The Competition Director and the Safety Director have the responsibility for determining safe or unsafe flying conditions, while the Safety Committee serves as a check and balance for safety considerations. The ultimate responsibility for a pilot's safety lies with the decisions of the pilot himself and is not guaranteed by the actions or decisions of the Competition Director or the Safety Committee.

2.7.5 Overcrowding.

The competition organisers must avoid dangerous overcrowding in the air. As a guide, tasks must be organised in a way that groups of 100 pilots or more would not be together in the air. If the competition organiser wishes to exceed this limit, they must substantiate the reasons why this will be safe to the CIVL plenary. The details shall be covered in Local Regulations

2.7.6 Pre-flyers

Experienced pre-flyers must be available. Further details are in chapter 8.

2.7.7 Emergency medical provisions

An English speaking emergency doctor or medical technician with proper equipment must be available at take off and at a strategic location during the task. A helicopter with rescue equipment must be available. The normal expected response time has to be announced in the bid and in the local regulations.

2.7.8 Action in the event of a casualty or serious accident

The organiser shall follow the procedures outlined in the FAI document "Guidelines in the Event of a Casualty or Serious Accident at FAI Airports Events" which is sent to all Category 1 event organisers by the FAI office.

2.7.9 Competition Preparations

To avoid pilots travelling to Championships which may have their validity refused because of lack of preparation of the competition facilities, the CIVL will publish details regarding the competition preparations on the CIVL web site.

2.8 Programme and facilities

2.8.1 Provision of information

The organisers shall provide all facilities necessary for the satisfactory operation of the championships and circulate the following information, as appropriate, as far in advance as possible:

- Programme of the championships with dates and times
- Names of the Competition Director, key officials and stewards
- General operational information, including meteorological, medical and safety arrangements, repair facilities and communication information
- Meteorological facilities including daily forecasts with synoptic charts, and satellite presentation
- Information on likely tasks
- Airspace restrictions and any hazardous considerations
- Accommodation and food arrangements, including facilities for press and visitors
- Plans of airfields or sites to be used, showing flying layout and location of entrances and administrative and domestic buildings, car and trailer parks
- Full list of documents and equipment to be provided by competitors
- A provisional entry list on request
- Details of extra language or interpreting facilities

2.8.2 Website

The organiser shall provide a competition website at least 6 months before the championship starting date. It shall give the information listed at 2.8.1 above and details of entry requirements, deadlines and procedures for the championship. A copy of the Local Regulations should be available for download from the site and a link provided to that document on the FAI/CIVL website. If Local Regulations are posted to the site prior to being approved by CIVL then they should be clearly marked "NOT YET APPROVED BY CIVL".

2.8.3 Ceremonies

The programme for the opening ceremony shall be given in writing to team leaders on arrival. The programme for the closing ceremony and prize giving shall also be published, in writing, at least four days in advance of the ceremony.

2.9 Stewards and Jury

2.9.1 Powers and description

These are detailed in the General Section

2.9.2 Appointment of Stewards.

The CIVL shall appoint one or more stewards in consultation with the event organiser according to the needs of the championship. If an entry of more than 100 is expected, at least two stewards may be required. Stewards shall be of different nationalities, and not that of the organiser unless specifically authorised by the CIVL Bureau. However, in the event of the last-minute absence of an appointed steward, a replacement of any nationality, and acceptable to the President of the Jury, may be invited. Stewards must be able to speak English, and have extensive experience of international hang gliding, paragliding or other FAI competitions. At least one steward should, if possible, be able to speak the language of the organisers. A minimum of one steward shall be present at each site during competition operations.

2.9.3 Appointment of Jury

CIVL shall appoint an international jury of three different nationalities. No member of the jury may belong to the host country unless specifically authorised by the CIVL Bureau.

2.9.4 Authority of Stewards.

The steward cannot override the decisions of the championship director, but the steward should point out to the championship director that his/her actions may fail under a protest.

2.9.5 Authority to Stop Event.

The steward must report to the jury president if rules are not being applied or if adequate safety measures are not in place. The Jury President can temporarily stop the event according to the rules of the General Section.

2.9.6 Funding of Jury and Stewards

The Competition Organiser is responsible for travel, accommodation, meals and refreshments for the international jury and steward(s). Travel shall be arranged after consultation and agreement with FAI officials. The minimum standards to be provided at the event are:

- An individual room in the equivalent of 2 star hotel, with, when available, air conditioning should the temperatures be above 30°.
- Suitable dedicated transport for the Jury and Steward(s) must be provided. This transportation will consist of two vehicles in proper working order unless the Steward of the Pre-competition deems otherwise. This transport will be insured in full for accidental damage liability or the Organiser will indemnify the Jury and Steward(s) in respect of such losses.
- A suitable sum for out-of-pocket expenses must be allocated. The amount, which would be reasonable, will be agreed between the Steward of the Pre-competition and the Competition Organiser.

The organiser is also responsible for these costs for the steward at the practice competition.

2.9.7 Equipment

When needed, the Competition Organiser is responsible for providing Jury and Stewards with one radio compatible with competition frequencies and one cell phone compatible with the local system.

2.10 Team leader responsibilities

2.10.1 Liaison

The Team Leader is the liaison between the organisers and his team and is responsible for the proper conduct of his team members, for ensuring that they do not fly if ill or suffering from any disability which might endanger others and that they understand the rules.

2.10.2 Authority

The team leader has the authority to remove any member of his team from an event.

2.10.3 Accident Reports

Each team leader is responsible for submitting a report to the Safety Director for any accident involving a member of his/her team. This shall be submitted prior to the team leaders meeting on the day following an accident.

2.11 Multiplace Gliders

In 1st Category events only paragliders carrying one person are allowed.

2.12 Insurance

Documentary proof of insurance as specified by the organiser on the entry form or in the local regulations shall be made available to the organisers before starting to fly from the competition site.

2.13 Contest numbers

The organisers shall allocate numbers or letters to each competing glider, which will normally be placed under the centre of the wing, top towards the leading edge. Helmet numbers may also be required.

The size of the figures and the area on the wing to be kept clear for this purpose shall be stated in the local regulations.

Failure to display numbers as required is a technical offence and may be penalised accordingly.

2.14 Registration and scrutineering

On arrival at the championships site each team leader and his team members shall report to the Registration Office to have their documents checked and to receive any supplementary regulations and information. The end of the official Registration Period is considered to be the official start of the championship.

After the opening of the launch window on the first scheduled competition day no change of pilot or glider may be made except as specified under the conditions of 12.1.3 (Damage to a competing glider).

2.15 Briefing

The Director shall hold a briefing for team leaders and/or competitors before each task, at which full meteorological and operational information concerning the tasks shall be given. Task, weather, airspace information, and any special requirements shall be in writing. If possible, a meteorologist prepared to answer questions from pilots shall give weather briefings.

Flight safety requirements given at briefing shall carry the status of regulations.

Briefing may be postponed from the set time in the event of bad weather and further briefing be given if necessary.

All briefings must be conducted in English only.

2.16 Team leaders' meetings

Communication between the organisers and competitors is, in addition to daily briefing, normally through team leaders' meetings. These shall be held at the Director's initiative but shall also be held within 18 hours if five or more team leaders request a meeting.

2.17 Operational regulations

2.17.1 Compliance with the law.

Each competitor is required to conform to the laws and to the rules of the air of the country in which the championship is held.

2.17.2 Airworthiness.

Each glider shall be flown within the limitations of its certificate of airworthiness or permit to fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors, or the public and unauthorised aerobatics is prohibited.

2.17.3 Pre flight check

Each glider shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. Pilots shall ensure that they have a proper leg loop check immediately prior to launch.

2.18 Flight safety

2.18.1 Safety Briefing

It is mandatory for all pilots to attend the Safety Director's briefing (2.7.2.2) prior to the commencement of competition flying.

2.18.2 Dangerous flying conduct

It is the responsibility of every pilot to fly in such a way that personal safety and the safety of others is maintained at all times. Directors may penalise competitors who fail to observe this rule, or exclude them from the results.

2.18.3 Helmet and parachute

A helmet is compulsory. Pilots must carry a serviceable rescue parachute.

2.18.4 Fitness

A pilot may not fly unless he is fit. Any injury, drugs or medication that might affect the pilot's performance in the air must be reported to the Director before flying. Performance enhancing drugs are prohibited (GS 3.11.2).

2.18.5 Collision avoidance

Competitors shall at all times adhere to the international rules of the air. Ridge soaring, turning and landing patterns shall be complied with and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. All pilots must read and understand the explanation of proper thermal procedures presented in Chapter 17. Failure to follow these guidelines may result in penalties to the pilot concerned including disqualification from the event.

A competitor involved in a collision in the air must not continue the flight if the structural integrity of his glider is in doubt.

2.18.6 Cloud flying

Cloud flying is prohibited and gliders may not carry gyroscopic instruments or other equipment permitting flight without visual reference to the ground. Proven cases of cloud flying will result in a penalty being applied; this will be a zero score for the day of the first offence and exclusion from the remainder of the competition for any subsequent offence.

2.18.7 Suspension, cancellation or stopping of a task

2.18.7.1 Suspension

The Competition director may suspend the launch if conditions become unsuitable, for safety reasons. If launching is suspended only for a short period, the Director need not cancel the task.

2.18.7.2 Cancellation

The Competition Director may cancel a task before any competitor has taken off if the weather becomes unsuitable or for safety reasons.

2.18.7.3 Stopping

The Director has the power to stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety.

2.18.7.4 Scoring of Stopped Task

When a task is stopped, but not cancelled, the pilot's scores will be determined from their GPS track log position at the time the task was stopped.

A stopped task will be scored only if it is a Race to Goal and a minimum of one pilot is in goal.

2.18.8 Ballast

A competing glider may carry jettisonable ballast only in the form of fine sand or water. A pilot shall avoid dropping ballast at any time in a manner likely to affect other competing gliders and other third parties. The total weight, including all flight equipment and the glider must not exceed 33 kilograms in addition to the pilots weight. The pilots weight is defined as body weight when dressed in jeans, shirt and underwear.

2.18.9 Maximum Wind Speed

The organiser shall include in the Local Regulations a reasonable maximum wind speed in which a task may be flown.

2.18.10 Flying Close to the Ground

The organiser must ensure that in normal conditions, in the final glide to goal, all pilots shall have sufficient height to throw their reserve parachutes and land safely if any problem occurs.

2.18.11 Pilot Reporting of Safety

2.18.11.1 In Flight

All pilots have the responsibility to monitor the flying conditions and should report to the Competition Director directly or through the team leaders when conditions become unsafe on course. To avoid confusion this should be done using the phrases: Level 1 (safe), Level 2 (strong), Level 3 (too strong).

2.18.11.2 On Landing

The Landing Verification Form (16.6.3) must contain tick boxes for completion by each pilot as follows:

- 1 - Safe
- 2 - Unsafe for me
- 3 - Unsafe

2.19 Test flying

No competitor may take-off during a competition day from the competition site without the permission of the Director.

2.20 External aid to competitors

2.20.1 Navigation

Any help in navigation or thermal location by any non-competing aircraft, including competing gliders not in the act of carrying out the task is prohibited. Pre-fliers (Wind dummies) must land or fly in a designated area as soon as possible after task flying has started (see Chapter 8, Pre-fliers).

2.20.2 Radio

The only permitted radio communication is between competitors, team leader and a maximum of two retrieve drivers. Where national law permits, it is mandatory for pilots to carry a radio receiver compatible with the organiser's published frequency for safety communications. This must be switched on in flight and set to either the competition frequency or that of his team leader.

2.20.3 GPS

The use of GPS or similar positioning systems, by competitors in the air is permitted for navigation and flight recording purposes.

2.21 Retrieving

If organisers provide retrieves, the next task may not be started unless all serviceable competing paragliders are retrieved in time to participate.

2.22 Rest days

The director may declare a rest day after six consecutive days of flying unless this is the last day of the competitions. The policy on rest days shall be declared before the first competition day.

2.23 Championship tasks

2.23.1 Task Setting

The Competition Director is to take into consideration the level of the average pilots when setting tasks. The same task shall be set for each pilot in a particular FAI Class.

2.23.2 Type of task

A task from the following list shall be set on each flying day:

- a. Distance, straight or via one or more turn points. The direction in which a straight distance flight shall be flown may be designated.
- c. Distance out-and-return via one turn point or one of several turn points within a 30 degree sector.
- d. Speed to a goal either straight or via one or more turn points or speed around a closed circuit course.
- e. Race over a designated course.

2.23.3 The organisers

May propose additional tasks at the time of making their bid for the championships provided they have satisfactory experience of the new task(s) in national championships.

The Director may give alternative tasks at briefing for use if the weather deteriorates, but may not change the task once flying has started.

2.23.4 Re-launch

Is not normally permitted unless stated in the local regulations.

2.23.5 Closing Times

The director shall state at briefing the times at which take-offs, start and turn points and finish lines close. A last-landing time may also be set. If the start is delayed all given times will be delayed by corresponding amounts except that the last-landing time will in no circumstances be later than sunset plus 30 minutes. It may be earlier if local national air regulations or practical considerations so require; this must be stated in the Local Regulations.

2.24 Launch Systems and Management

The organisers may use any of the launch systems as agreed by CIVL at the time of the acceptance of the bid to run the championships. The local regulations shall state which is to be used. The local regulations must state the minimum length of time that the launch window must be open for the round to be considered valid.

2.24.1 Launch window Open Time.

The launch window open time will be based on the number of competitors and the number of launch points available with a minimum of 30 seconds of safe launch conditions per pilot. The Local Regulations shall specify the circumstances in which Launch Window Extension Time may be used.

2.24.2 Launch Window Extension Time

Launch window extension time will be specified at the task briefing and will be used if the launch window is required to be closed for safety reasons.

2.24.3 Ordered Launch

At sites not large enough for all the competitors an ordered launch method may be used. If this is used on the first day the order will be according to the WPRS; the following days the competition ranking will be used. In both cases the top 15 male pilots and the top 5 female pilots will have the right to enter the take-off area whenever they wish.

2.24.4 Launch Officials

Where launch lanes or a queuing system is used the organiser shall provide a minimum of three launch officials per lane or launch point, whether the launch is ordered or not.

2.25 Start of a Task

2.25.1 General

Starts may be either Air or Ground Starts and may be either a single start time (Race to Goal) or a number of start periods (Elapsed Time Speed Run).

2.25.2 First Start Time

The time between the opening of the Launch Window and the first start time must be at least the minimum launch window open time specified in the Local Regulations plus a realistic period for the pilots to climb and fly to the edge of the start sector.

2.25.3 Other Start System Proposal

A new proposal by the organiser. A proposed new start system may be used, provided the system has been used successfully in at least one national championship of similar size to the event for which the bid is being made. The organiser shall produce his proposals in detail before acceptance of his bid.

2.26 Flying the Task

2.26.1 Failed take-off

Or safety problem immediately after take-off which results in a landing will not count as one of the permitted number of take-offs but the pilot's take-off time will be that of his first take-off attempt.

2.26.2 Control at starts, goals and turn points

At starts, goals and turn points will be made by a method approved by CIVL and detailed in the local regulations. Details regarding crossing the finish line are explained in 13.2, Goal line control

2.26.3 Speed Section

In 1st Category competitions the Meet Director should specify finishing the Speed Section before goal to avoid pilots flying fast close to the ground. The minimum distance from goal should be 500m unless there is a valid safety reason to specify otherwise.

2.27 Out landings

If a pilot lands away from the designated goal for the task he must inform the organisers in person or by telephone, or radio (if permitted), with the minimum delay, at the latest by the closing time for the task. On return to base he must go to retrieve control with his GPS unit. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or in charges for any rescue services, which have been called out.

Landing evidence shall be from GPS track log as evidenced by an approved GPS flight verification system (Chapter 16, Rules for GPS Flight Verification) and if possible the name and address of a witness other than a member of pilot's national team.

2.28 Flight boundaries

2.28.1 National Borders

Flights terminating beyond the boundaries of the organisers' country or state shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission to cross such boundaries is given in the local regulations.

2.28.2 Controlled Airspace

The organisers shall specify in the local regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps.

2.28.2.1 Altitude Limits

The penalty for exceeding altitude limits that have either been specified at task briefing or published in airspace charts shall be a warning for the first infringement of less than 100m by a pilot. For infringements greater than this or for subsequent infringements the pilot shall score zero for the day.

2.28.2.2 Horizontal Infringements

The penalty for entering restricted or closed airspace horizontally by less than 300m shall be a warning for the first offence by a pilot. For infringements greater than this the pilot shall receive a warning and be scored as if he had landed at the point of entry. For subsequent infringements greater than 300m a pilot shall be scored zero for the day.

2.29 Unsporting behaviour

Unsporting behaviour should be dealt with according to Chapter 11, Participant Incident Policy, and General Section 5.2.

3 ENTRY TO 1ST CATEGORY EVENTS

3.1 Maximum Entry

The maximum number of entries permitted in a 1st Category championship is 150. The maximum number of pilots constituting a national team is 6. The Local Regulations shall state:

- The maximum number of pilots that may be accepted in the championship.
- The maximum number of pilots that may be entered by a NAC.
- The number of pilots of each sex who may be entered by a NAC (if required).
- The number of pilots constituting a national team.

3.2 National entry

3.2.1 Team Size

The base team size for all nations is 3 pilots plus one female pilot. If places are left unfilled after a date to be specified in the Local Regulations further places will be allocated to nations in order from the top ranked nation down to the last ranked nation; if any places are still available, the process will start at the top again. This process will stop 30 days before the first planned flying day of the championship. The nation ranking for this purpose shall be the WPRS Nation Ranking on the first day of the third month before the month in which the championship starts.

3.2.2 Host Nation Team

When a reallocation system is used to increase the size of some teams, the host nation shall have the opportunity of entering the same number of pilots as the top nation. These additional pilots must fulfil the stipulated qualification criteria specified in Section 7B and the Local Regulations.

3.2.3 Change of Pilot

After the opening of the launch window on the first scheduled competition day no change of pilot may be made.

3.2.4 Team Leaders and Crew

Each NAC shall select its own team leader, competitors and crews, provided that they qualify under these rules. Not more than one pilot and two crew members are permitted for each competing paraglider. The team leader may be a competitor or crew but preferably should be additional to them.

3.3 Additional Entries

In Open Continental Paragliding Championships, if any suitable spots remain available one month before the start of the competition, CIVL will accept entries from suitable pilots from other continents. Such pilots will have to fit the general qualification criteria of the meet and will be selected in their WPRS order with one woman pilot accepted for every 4 males that are selected.

3.4 Eligibility to Compete

3.4.1 Qualifications

Qualification criteria for all pilots wishing to compete in a Category 1 competition are:

- If the competitor's country issues pilot licences for paragliding, the pilot must hold a valid licence in that discipline.
- Each competitor shall hold a valid FAI sporting licence issued by his own NAC. Competitors from prospective FAI member countries may use a licence issued by the FAI Secretary General.

3.4.2 Additional requirements

In the 3 years before the entry deadline for the competition a pilot has to have either:

- Ranked above a certain level in the WPRS for paragliding.
- Or
- Flown X number of flights over Y kilometres in FAI sanctioned paragliding competition.

The WPRS ranking level and the values of X and Y will be published in the Local Regulations for each Category 1 championship. Qualification criteria for both men and women will be agreed one year in advance taking into account the advice of the organiser and the CIVL steward at the test competition.

3.4.3 Qualification after gaining an exemption

Notwithstanding the above, when a pilot has competed in a Category 1 event after gaining an exemption from the specified entry qualifications that pilot shall not qualify for further Category 1 events unless he/she has placed in the top 2/3 of the event for which the exemption was granted.

3.4.4 Organising Team

No member of an NAC's organising team during a first category event may also be a competitor in that event.

3.4.5 Qualification Date

Pilot qualifications are to be finalised no later than 60 days prior to the start of the competition.

3.4.6 Responsibility and Procedure for Checking Pilot Qualifications

Qualification is to be checked by 3 parties to avoid unnecessary travel, expense and disappointment in the event that a pilot's entry is rejected due to not meeting the qualification criteria. These are:

- The NAC or National Association/Federation before selecting their team.
- The competition organiser.
- The pilot. It is each pilot's responsibility to make sure he/she is qualified.

3.4.6.1 Responsibilities of All.

Check the current Category 1 qualification list on the CIVL website. All pilots who appear on this list will have the necessary competition qualifications.

3.4.6.2 Competition organisers' responsibilities

- To ensure there is a signed declaration on the entry form that each pilot meets the CIVL qualification criteria.
- To have available at registration the current list of qualified pilots downloaded from the CIVL website.
- To notify NACs of any pilots who do not appear to meet the qualification criteria.

If a pilot does not meet the qualification criteria then, his/her entry cannot be accepted

3.5 Exceptions to Pilot Qualification Requirements

3.5.1 Applications

For any exceptions to pilot qualification requirements, applications must be made by the pilot's NAC, with supporting evidence of the pilot's international competition history. It is the responsibility of the NAC to ensure this is received by the CIVL PR Co-ordinator at least 60 days before the championship.

3.5.2 Guideline for approval

Exceptions will not normally be granted for World Championships.

4 CIVL RECOGNISED 2ND CATEGORY EVENTS

4.1 General Rules

4.1.1 Conflict

The rules for 2nd Category events shall be based as far as possible on those for 1st Category events and shall not conflict with them in principle. 2nd Category events that are also test competitions for 1st Category events shall be run according to 1st Category event rules and sample Local Regulations except for the requirement for entry requirements and those for additional FAI officials.

4.1.2 Language

The rules, regulations and information circulated to NACs and competitors or issued during the event shall be in English and, at the discretion of the organisers, French and/or the language of the host country. In all interpretations the English language version shall prevail.

4.1.3 FAI Authority

The Rules, Regulations, programme and all other official documents shall carry the statement of FAI authority and display the FAI logo.

4.1.4 Type of Event

Only competitions defined as International Sporting Events or Open National Championships (GS 3.1.3 & 4) and meeting the requirements below may be sanctioned as CIVL recognised 2nd category events. In order that international competitors will not be at a disadvantage compared with host nation pilots no Category 2 competition may be run as a series with more than one rest day between planned flying days. Multiple competitions for the same FAI Class in the same location with overlapping dates will not be accepted as 2nd Category events.

4.1.5 Sporting Licence

In Second Category events a competitor must hold a current FAI Sporting Licence.

4.1.6 World Pilot Ranking Scheme

Pilots participating in valid Category 2 events will earn WPRS points under the rules currently in force for that scheme.

4.2 Requirements

4.2.1 NAC Authority

Only events which have the approval of the NAC of the organiser may be sanctioned as Category 2. If the event is to be held in the territory of another NAC then the organiser must also notify that NAC. If the NAC of the territory where the event is to be held does not approve it should notify FAI/CIVL giving reasons.

4.2.2 Notice of Event

Organisers must give a minimum of one month's notice of the event to the CIVL PR Co-ordinator.

4.2.3 Application for Sanctioning

The organiser must provide the following a minimum of one month before the event inscription:

- A completed application form to the CIVL PR Co-ordinator.
- The sanction fee (7.2) to the FAI together with a copy of the application form.
- URL or e-mail address for international entries and details of fee payment method.

This will enable the event to appear on the FAI calendar and be publicised as a Category 2 event.

4.2.4 International Participation

In order to be recognised as a Category 2 event a minimum of 25% of the maximum available places must be set aside for pilots from nations other than that of the organiser e.g. if the maximum number is 100, 25 of these places will be set aside for international competitors. The registration deadline for foreign pilots shall be no sooner than 15 days before the start of the competition, after that date unused places can be filled at the discretion of the organiser.

4.3 Validation

4.3.1 Maximum Numbers

The maximum number of pilots must not exceed 150, the maximum number permitted in Category 1 events.

The method and timing limits for complaints and protests shall be stated in the local regulations and be in accordance with the FAI General Section. The rights of Appeal to the FAI are defined in Chapter 9 of the General Section and any such appeals should be directed through the NAC of the pilot concerned, except where GS states otherwise.

4.4 Results

4.4.1 Deadline for Submission

Organisers of Category 2 events must provide official results to the CIVL PR Coordinator within 7 days of the end of the competition. If results have not been received by that date, CIVL will send a reminder to the organiser and the NAC concerned at the 7 day point. If no official results are received by the 14 day point, another reminder will be sent and unofficial results (obtained from a reliable source) will be added to the WPRS list. If the official results have still not been received by the 30-day point, the unofficial results will be deemed to be final and official.

4.4.2 Responsibility

Where a 2nd Category event is not organised by or on behalf of a NAC (e.g. PWC events) the hosting NAC is responsible for ensuring that results are submitted on time by the organiser.

4.4.3 Finality of Results

All results and rankings published on the CIVL website will be deemed to be final after 3 months have elapsed since the last day of the competition.

4.5 Safety

It is recommended that Category 2 events comply with the safety requirements for Category 1 events as well as any additional ones needed for local conditions. If no separate Safety Director is appointed for a Category 2 event the Competition Director must give a safety briefing to all pilots prior to the commencement of flying.

5 SCORING 1ST CATEGORY EVENTS

5.1 General

This section deals with scoring of 1st Category soaring competition. Rules for scoring Aerobatic competition and Paragliding Accuracy are dealt with in other parts of the Sporting Code.

5.2 Scoring Systems and Formula

5.2.1 Approved Systems

A scoring system that has been approved by CIVL will be used for competition scoring. A scoring system shall be tested at a major competition before it is used in a first category event.

5.2.2 Local Regulations

The scoring system must be consistent with local regulations, which must specify in detail the way in which any variable within a formula is to be determined. It is also important that the design of the competition, especially the selection of tasks and local factors complements the scoring system.

5.2.3 Scoring formula

The object of the scoring system is to reward pilots for their performances as fairly as possible. The scoring system to be used will be approved by CIVL and described in the local regulations. Soaring competition is scored using the RACE scoring program with GAP 2000, OzGap, or GAP 2002 formulas; competition organisers are to use the latest approved versions of software and formula. Explanation document for these formula are available separately from the FAI office or from the Internet.

5.2.4 Announcement of championship formula

The organisers are to publish the name of the formula to be used a minimum of 3 months before the event.

5.2.5 Team scoring

The team score calculation is the daily sum of the scores of 3 pilots nominated by their NAC, measured each day, and added daily to produce a total score for the competition. The scoring members of each team are to be nominated to the organiser before the start of the championship, together with a team reserve who must be one of the pilots already entered in the championship. The reserve pilot may only be used if one of the original 3 nominated team pilots is unable to continue flying due to illness or injury. The incapacity of the pilot is to be determined by the Meet Director, with assistance from the competition doctor if required. The reserve team pilot may then compete as a scoring member of the team for the rest of the competition. The scores of the incapacitated team pilot will remain as part of the team score up to the time of the substitution and the reserve team pilot's scores will count for the remaining tasks. No further substitutions are permitted and the incapacitated pilot shall not participate in the remainder of the championship.

5.3 Scoring

5.3.1 General

In the absence of any day validation in the scoring system, a championship task is defined as one in which not fewer than 20% of the gliders fly the minimum scoring distance as stated in the scoring formula. This distance may be varied by agreement with CIVL as the performance of gliders improves, but in any case, shall be a constant throughout a championship.

The overall results shall be computed from the approved scoring system. The status of guest pilots for scoring purposes shall be stated in the Local Regulations.

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up.

If the scores of the first, second or third are identical, the tie shall be broken by counting the highest task positions of the tied pilots with the pilot, or team, having the highest number being declared winner. If this does not break the tie, joint champions will be declared.

5.3.2 Times and distances

Are measured via correctly controlled turn points as accurately as practical and any rounding of distances shall be in accordance with the approved scoring formula.

A pilot who did not fly scores zero and is indicated DNF on the score sheet. A pilot who is disqualified will be indicated DSQ on the score sheet for all subsequent tasks. A pilot who withdraws for illness or accident shall be marked as Result sheet - ABS (absent) for all subsequent tasks and shall no longer be counted in the group for the purposes of scoring.

5.3.3 Deduction of penalty points

Shall be made after scoring is completed.

5.3.4 Negative score

If a pilot's score is for any reason negative, including penalties, his score for that task shall be zero. Negative scores may not be carried forward.

5.3.5 Upper limit

An upper limit to a task score must be set unless the formula includes an automatic limiting factor.

5.3.6 Assisting injured pilots

A competitor who lands specifically to help an injured pilot must not be disadvantaged by this action. However, points awarded in compensation are at the discretion of the Director who is required to take all the circumstances into consideration before awarding them. For guidelines to procedures concerning pilots in danger, see Chapter 10, Guidelines for Assistance to a Pilot in Danger. It may be a fair solution to award a pilot the average of their task scores to date, normalised.

5.3.7 Score sheets

Shall be labelled PROVISIONAL and OFFICIAL as appropriate, and marked with the date and time of issue.

5.4 Cut and Normalisation**5.4.1 Competitions with a cut**

Competitions run as a single group, with a Cut to reduce the numbers of competitors.

There will be no cut during the event unless this is required by the organisers at the time of making the bid. If the request is accepted the cut may not be made until 4 valid tasks have been flown. Thereafter a cut may be made to reduce the total number of competitors to not less than 60% of the number of pilots who competed on the first day

5.4.2 Competitions with normalisation

Competitions run with two or more groups, with Normalisation to form a single group.

5.4.2.1 Use and Safeguards

Normalisation is needed in championships where a large entry makes it necessary to divide the pilots into approximately equal groups for the preliminary rounds of the competition. The groups fly the preliminary rounds at different sites or at different times. At the end of the preliminary rounds the leader of each group is given the same score and the scores of the other pilots in each group are adjusted proportionately to that figure. The resulting scores are carried forward to the final rounds. The following safeguards must be applied when the final competition group is formed:

- The leaders of each group must enter the final rounds with equal scores.
- If the groups of the preliminary rounds have not flown an equal number of tasks, scores must be averaged across the groups before applying the normalisation factor to individual pilots' scores.

5.4.2.2 Method

The precise normalisation method to be used shall be stated in the local regulations and approved by CIVL. The score allotted to the group leaders, from which normalisations are calculated, should approximate to one-half of the value of the rounds flown.

5.4.2.3 Grouping of Pilots

The pilots shall be allocated to each group based on a seeding list as determined by the WPRS. The pilot seeded 1 shall be allocated to one group, the pilot seeded 2 to the next group, and so on to form groups of similar size and seeding.

5.4.2.4 Duration of Rounds

The elimination rounds shall continue until the average number of valid rounds conducted is at least 45 percent of the maximum number of potential flying days within the competition period. The number of potential flying days at any point in time shall be determined as the average number of valid rounds conducted to date, plus the number of days remaining in the competition (not including the emergency day).

5.4.2.5 Grouping for Final Rounds

Pilots will be selected on the basis of their normalised score to compete in the final rounds. Where more than one pilot in a group has a score equal to the cut off point then each pilot affected shall be eligible to compete in the final rounds. An equal number of pilots shall be selected from each group. All other pilots may either be:

- Eliminated from the competition; or
- Formed into a single (separate) group for further competition rounds.

5.5 Flight verification

Where an approved GPS flight verification (Chapter 16) system is being used a pilot's tracklog evidence can be used to claim a pilot's best position on course as the pilot's finish of the flight (landing position).

In championships, verification of the landing place may be made from a GPS track log as evidenced by an approved GPS flight verification system. See chapter 16.

5.6 Competition validity

A category 1 competition will be deemed valid for the purposes of awarding Championship titles if the sum of the daily winners scores are equal to or more than 1500 points, as determined by the authorised scoring formulas.

5.6.1 Permitted Penalties

The Championship Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Regulation. The severity of the penalties may range from a minimum of a warning to disqualification as appropriate for the offence. Except where otherwise stated in this document or in the Local Regulations for the event, the penalties imposed by the Championship Director shall be at his discretion and may be one of the following:

- Warning.
- Operational disadvantage.
- Deduction of points. This may be a finite number of points or a percentage of the winner's score. A finite number may be up to the entire score of a pilot for that day.
- Alteration of placing order.
- Disqualification.

5.6.2 Application of Penalties

The Championship Director shall be consistent in the application of all penalties but may increase these penalties for repetition of the same offence by one or more competitor.

5.6.3 Specific Penalties

The following penalties will apply in all Category 1 competitions:

- Cloud flying (2.18.6):
1st offence - zero for the day
2nd offence - expelled from the competition
- Wrong turn direction:
1st offence – warning
2nd offence – 100 points then doubling for every offence after that.
- Dangerous and aggressive flying
1st offence – warning
2nd offence – 100 points then doubling for every offence after that.
- Aerobatics after reaching the goal line:
1st offence – warning
2nd offence – 100 points then doubling for every offence after that.
- Top Landing after the launch window is open
1st offence – 100 points then doubling for every offence after that.
- Failure to report back:
1st offence - zero for the day.
Subsequent offence – expulsion from the competition.
- Too much ballast (2.18.8):
1st offence – 100 points
2nd offence – zero points for the task
3rd offence – expulsion from the competition

5.7 The World Pilot Ranking System (WPRS)

The WPRS is a system designed to rank all pilots who fly in FAI sanctioned competitions around the world. A separate ranking is produced for each of the flying disciplines of hang gliding and paragliding.

Each ranking is calculated from the results of FAI sanctioned competitions using the current WPRS formula to give each pilot ranking points.
Nation rankings are calculated by aggregating the individual WPRS points of a specified number of pilots from each nation.

6 CHECK LISTS FOR CHAMPIONSHIP ORGANISERS

CIVL has produced a Guidebook for Competition Organisers which is available for downloading from the CIVL website at http://www.fai.org/hang_gliding/documents/. This should be consulted as part of the competition preparations as should the publication Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sport Events, which is available from the same source.

6.1 Preparation

Preparing a bid to organise a championship

- Sites. Suitability, accessibility, availability, permissions for use
- Airspace. Free or available above take-off and task flying areas, prohibited areas, frontier crossing arrangements.
- Radio. Permission to use and on what frequencies, licence requirements.
- Meteorology. Period of best weather, forecasts during the event. Satellite weather monitor.
- Maps of task area. Scale and availability.
- Medical. Any vaccinations recommended for competitors.
- Event Headquarters. Suitability, location, communication equipment.,.
- Director and key officials. Qualifications, languages, availability, experience and qualifications of the Meet Director, Safety Director and other key officials.
- Finance and sponsorship. Is there enough money to run the event?
- Local facilities. Hotels, camping sites, car hire, shops, repair facilities.
- Insurance. Required cover for organisers and for competitors, including public liability.
- Entry Fee. Amount, what is covered by fee. Currency exchange.
- Timescale. Is there enough time to organise the event properly?
- Bid preparation for CIVL. Dates, detailed information package, Local regulations problems or queries, sanction fee for 1st category events.
- FAI Entry Rule. Will any FAI member be refused entry to country?
- Early arrivals. Will it be necessary to set a date before which competitors should not arrive?
- Guest pilots. Eligibility, invitations.
- Customs. Inform customs at all main entry points of championship and nature of equipment which will accompany pilots. Inform team leaders which customs points have been notified.
- Championship information. Provision of a website as the main means of disseminating information prior to the championship is mandatory and this must be complete with all relevant information at least 60 days before the closing date for entries. This website should also be the main external medium for publishing results and should be updated regularly during the meet. An interactive registration system is also desirable.

6.2 Flying sites

Location. **a/ Hill sites** .Wind direction suitability, height above valley, configuration, surface, size of take-off area, number of ramps, enough rigging area, power wire and other hazards, helicopter landing space, car park, shelter and refreshment, telephone and Windsock.

b/ Aero tow sites. Airfield large enough in all wind directions, facilities, noise.

- Distance to site(s). Road access suitable for private cars or only 4-wheel drive vehicles or organiser's trucks, cable car or mountain railway to take-off area, parking available part way up for cars not going to top, organiser transport arrangements to sites.
- Task flying area. Type and suitability of terrain. Unlandable and built up areas difficult to avoid, local road quality for retrieves, suitable goal landing fields and height AMSL, road traffic problems, any prohibited landing areas
- Weather. Site prone to low cloud, possibility of wave or fohn, best time of day for thermals from slope, possibility of residual lift late in afternoon, known turbulence areas and type of conditions.
- Retrieves. Organiser vehicle arrangements, vehicles to be provided by competitors, HQ telephones for outlanders, retrieve radio frequencies.
- Start marshals. Name of marshal(s) in charge at take-off site(s), number of helpers, take-off area equipment (windsock, first aid, etc).
- Facilities Shelter, refreshments, washrooms.
- Mobile teams Goal crews and Ground clock/signal operators, full equipment (tarps, goal-line markers, windsocks, maps, binoculars, etc.)

6.3 Headquarters

- Building suitable and big enough for large competitor reception area, including message boxes for mail and notices.
- Secretarial staff office
- Director/scoring office with computer
- Jury/meeting room
- Store room
- Sales point/press room.
- Communications Telephones, fax, word processors, typewriters, copiers
- Office furniture and equipment. Enough for efficient working of staff and FAI officials. Photocopier.
- Notice boards for briefing, task and met info, turnpoint photos, results, news cuttings, general (lost, found etc), large black/chalk board for urgent notices and messages.
- Office consumables. Enough paper, pens, glues-ticks, tipex, notepads, waste-baskets etc. ruler and usual office equipment.
- Administrator Name of person in charge of HQ office, number of helpers available.
- Specialist staff: scoring computer operator, film processor and assessor, press secretary, social and ceremonies secretary, newsletter editor if appropriate. Liaison with police, military, public services.
- Proximity of refreshments, restaurant, lavatories, public telephone, post-box etc.
- Entry application and forms
- Timescale for sending out request for provisional entries, official entry form printing, return of entry form date, entry fees.
- Entry form preparation: See Chapter 9, Annex A.
- It is highly desirable that one or more computers linked to the internet are provided for pilot use.

6.4 Accident and Emergency Requirements

- Rescue/First Response Services. Doctor, emergency first response arrangements in task areas, first aid and helicopter availability, including response times.
- Emergency communications. Separate frequencies and mobile (cell) 'phone numbers are required for the Safety Director.
- Meet Director and Safety Director must be contactable at all times during the task period, until all pilots have been accounted for.
- Safety equipment. As recommended in the Competition Organiser's Handbook.
- Mandatory Safety Briefing for all competitors.
- Provision of safety information and communications card for all competitors.
- Information on wind limits for safe flying of tasks.

6.5 Local regulations and reports

Local Regulations preparation and Reports to FAI

- Local Regulations doc. Use document in chapter 9. Any proposals for additions or modifications to be requested when presenting the bid to CIVL.
- Report to FAI This has to be sent to FAI as soon as possible after the event (48hr), and must include full results, number of protests and any special difficulties. Publicity photographs can be sent. Photographs may be sent during the event to the FAI office by e-mail. Copy has to be sent to the president of CIVL.

6.6 Forms and briefing notes

Time and score sheets must be printed before the start of the event, and all pilot reports etc officials should be supplied with tough clipboards, pens etc. so that they can work effectively.

Forms needed include:

- Final correct entry list giving pilot name, nationality, age, hang glider type, competition number
- Take-off order list, and if necessary, start time list
- Finish line/time list
- Pilot flight report form, with map tracing sheet
- Official's receipt form for flight reports
- Out landing witness certificate, if not on pilot report form
- Request in local language to help or telephone for pilot, if necessary

- Daily task details and daily met information for each pilot
- Score sheets headed by date and task details and distance
- Team competition score sheets, including accumulated scores

- All forms must have space for date and compiler's name.
- Start and Finish line forms should not be pre-printed with contest numbers in order; the compiler must enter numbers in the order of take-off or arrival.
- Officials using timesheets must have easy access to the time on the official clock, and use only this time.
- Official outlanding map. This must be of larger scale or the same scale as pilot's maps. Pins must have contest numbers written clearly on them. Maps and pins must be duplicated so that the previous day's evidence can remain until after protest period.
- Identity/name badges for all participants, medal/mementos for all.

7 SANCTION FEES

Sanction fees for FAI/CIVL events to be paid by the organizers of such events to FAI/CIVL are as follows:

7.1 First category events

7.1.1 Amount of Fees

For all Category 1 events the sanction fee will be €3.20 per pilot per scheduled flying day, not including practice days or specific days dedicated to the opening and closing ceremonies. Notwithstanding this formula, sanction fees will not exceed:

World Championships and WAG in each class: €5,120

Continental Championships: €3,200

7.1.2 New Events

To encourage new Championships, the Sanction Fee payable by the organiser of a first-time 1st Category event is reduced by 50%.

7.1.3 Method and Timing of Payment

Deposit payable when presenting bid (all first-category events): €640, refundable if the bid fails.

The top three nations in the WPRS at the time the Local Regulations are approved shall be designated to pay their entry fees to the FAI and this will be held as a deposit. If the event is deemed successful then the Sanction Fee is paid from these funds and the remaining moneys are paid to the organiser.

Those Countries which will pay their entry fees directly to FAI will be announced in the local regulations that are finalised during the Plenary preceding the event.

7.2 Second category events

The fee for any second category event is the equivalent of the single entry fee (the pilot-participation fee, inclusive of such compulsory 'extras' such as lift-passes, etc., but exclusive of accommodation). The fee is payable in Swiss Francs and shall be a minimum of €20 to cover administrative costs. If an organiser of a second category event is found not to have checked the FAI licences of competitors the fee for organisers from that nation in the subsequent year will be equivalent to two entry fees.

7.3 Payment of fees

All fees have to be paid to FAI/CIVL before a competition starts.

Fee payments must be accompanied by a reference which includes the full name of the competition, the class(es) of competition and the name of the organiser. The clearing code (SWIFT/BIC) of the FAI's bank and the IBAN code must now always be included.

FAI bank account details:

Crédit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland

Account name Fédération Aéronautique Internationale
Account Number (Euro): 0425-457968-32
IBAN Code: CH31 0483 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A

8 PRE-FLYERS (WIND DUMMIES) & OTHER FLYERS

8.1 Objective

The object of pre-flyers is to assist the Director in deciding when to start take-offs, and to provide information to competitors about the thermal prospects.

8.2 Timing of Flights

To give the Competition Director the information he needs, the pre-flyers must fly when and where he wants them to, even if this results in their landing out.

8.3 Limit of Flights

When competition flying begins, the pre-flyers have done their job and must land or fly in a designated area as soon as possible so that they do not interfere with competition flying; in any event they may not fly beyond the start gate.

8.4 Status and Expertise

Pre-flyers must be a part of the organization and receive similar benefits as other helpers. They must not be members of teams.

Pre-flyers should be pilots of equivalent skill to the competitors. It should be an honour to be chosen as a wind dummy and good ones are valuable at assisting in task decisions.

The status of pre-flyers and their important role in championships should be recognised.

8.5 Other Flyers

8.5.1 Free Flyers

Free flyers and personnel associated with teams must not be permitted to fly the tasks or sections of it; it is particularly important that they do not approach goal fields.

8.5.2 Media

For each task, the meet director, after consultation with the Steward, will determine the press flying activity for the day. On days when media flying is to take place the Meet Director is to brief Team Leaders and FAI Officials in advance. It is mandatory for GPS to be carried by all press aircraft and for the pilot to maintain radio communication with the Safety Director; press aircraft are to fly down and land immediately if communications are lost.

8.6 Meet and Safety Directors

Neither the Meet Director nor the Safety Director shall fly while a task is in progress; end of a task is defined as when all competing pilots have reported back. This does not exclude either official from flying in a helicopter or other such aircraft to aid in a search.

9 SAMPLE LOCAL REGULATIONS

LOCAL REGULATIONS FOR

(Specify Continent e.g.EUROPEAN, or WORLD) PARAGLIDING CHAMPIONSHIPS



AT

ON

ORGANISED BY

**ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE
INTERNATIONALE**

The text and numbering is not to be changed except with the agreement of CIVL at the time of making the Bid to hold the event. At this time the prospective organisers may propose additions or modifications to this CIVL Local Regulations document.

Spaces and items in brackets in this document are to be completed by the prospective organisers after agreement by CIVL. Section 7 references on the right are for use by team leaders, jury, etc.

The title page of the Local Regulations must include:

LOCAL REGULATIONS FOR THE

.....
CHAMPIONSHIP

2.2	Pilot qualifications Evidence of competitor's nationality Pilot's valid FAI Sporting Licence Receipt for payment of entry fees by the closing date. Satisfactory evidence of glider airworthiness Certificate of Insurance as detailed on Entry Form	
2.3	The Registration office will be open from to on	
3	REST DAYS. The policy on rest days shall be declared before the first competition day.	2.22
4	COMPLAINTS AND PROTESTS. A complaint may be made to the Competition Director or his deputy, preferably by the team leader, in writing, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously. If the complainant is not satisfied with the outcome the team leader may make a protest in writing to the Director or his deputy. (See General Section chapter 5). The time limit for protests is ----- hours after publication of the provisional task results or the results of the complaint, except that after the last contest task it is ----- hours. The protest fee is ----- . It will be returned if the protest is upheld.	2.5.6 14
5	TAKE-OFF METHODS	
5.1	Foot Launch from hill site. Give information on : Site names, locations, height of take-off, layout and area of grid, etc.	
6	RADIO TRANSCEIVERS. (State if radio transceivers are prohibited or permitted. Radios are for communication between competitors, team leaders, drivers and the organisers. Only frequencies allocated by the organisers may be used. The above does not apply to ELTs incapable of voice transmission. The use of GPS systems during competition flights is/is not permitted. (Give the Safety radio frequency)	2.20.2
7	RETAKE-OFF A competitor will be allowed ----- take-off (s) to attempt the task within the stated take-off period. A failed take-off attempt or safety problem arising immediately after take-off which results in a landing will not count as one of the permitted number of take-offs. However, the pilot's take-off time will be taken from the time of the first take-off attempt if a ground start is specified.	2.23.4 2.26.1
8	TASK PERIOD. Times of window open for take-off and times for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period of time that the launch window will remain open for the day to be considered valid is..... Launch Window Extension Time will be announced at the task briefing and may only be used when the launch has been closed for safety reasons.	2.23.5
9.	WIND SPEED The maximum wind speed in which a task shall be flown is This shall be measured at (location).	
10	SCORING.	
10.1	Insert Scoring system approved by CIVL when making a bid including method for normalising group scores (if needed).	5 5.2.3
10.2	Team Scoring. State approved team score procedure	5.2.5
10.3	For scoring purpose, guest pilots are / are not counted as competing pilots.	
10.4	Scoring a stopped task. Give rules that will be used for scoring a task that has been stopped but not cancelled and state the circumstances in which this will be used.	2.18.7
10.5	The map datum used will be (e.g. WGS84) and the format for coordinates will be (e.g. hddd ^o mm.mmm')	
11	PENALTIES List of permitted penalties.	5.6.1 5.6.3
12	THERMALLING All pilots must read and understand Chapter 17, Thermalling Rules and Procedures.	

Annex A to Sample Local Regulations

CHAMPIONSHIP ENTRY FORM EXAMPLE

ENTRY FORM FOR

(Title of championships, Dates, Location, Country)

Name of National Aero Club

Address

tel/fax _____

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (General Section 3.7.):

Name	Nat/Res	Age	Sex	Comp. Class	Sporting Licence n°	CIVL ID n°	Pilot	Pilot Qualification IPPI card

- Note that insurance document should be provided with English translation where necessary
- Contact name and Tel number for medical emergency (e.g. next of kin)
- Medical details (blood group, allergies, etc.)
- Confirmation that qualification criteria met.
- Address /Tel number during competition
- Names of others sharing accommodation

The maximum number of gliders which may be entered is _____.

Name of Team Leader _____

Names/number of Assistants if known _____

Names/number of accompanying technical officials if known _____

ENTRY FEES. For each pilot (insert amount) _____
 For each assistant (insert amount) _____
 For the Team Leader (insert amount) _____

For each technical official (insert amount) _____

Total _____

This amount is enclosed/will be paid by (date) _____
in the form of (currency) _____.

The following is included in the entry fee:

I/We declare that the above information is true, and that all the pilots meet the required qualifications for entry to this competition (evidence attached) as per rule 5.11.of Section 7.

Signed _____

Name _____ Position in NAC _____ Date _____

INSURANCE. Each competing pilot must be covered for public liability risk to the value of _____. Proof of cover must be provided at Registration and before the paraglider is flown. Competitors are strongly advised to take out personal accident cover. Insurance can/cannot be arranged on arrival through the organisers. Insurance documentation should be provided with English translation where necessary.

PUBLICITY. A passport type photograph and a short biographical note for each pilot and the team leader should be provided either with this Entry Form or at latest at Registration

GLIDER AIRWORTHINESS. The form of affidavit at Annex B is mandatory and must be signed by the pilot and witnessed or the additional documentation specified in 5.13 produced for prototype gliders.

WAIVER OF LIABILITY. The waiver at Annex C should be signed by the pilot, witnessed and produced at registration providing it is legally enforceable in the country hosting the championship.

Annex B to Sample Local Regulations

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class 3 glider _____ (make) _____ .
(model) I will fly in the _____(Name of event)
Championship, from _____ to _____ (dates) is certified by one or more of the
internationally recognized certifying bodies (namely the DHV, AFNOR or SHV). Furthermore I
declare that it is in certified configuration and I undertake not to alter this configuration. I
understand that I am the sole individual responsible for the integrity of my glider.

Signed on this date: _____

Signature of Participant

Printed name of Participant

Address of Participant: _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

**If your glider is not a certified model or is not in certified configuration
DO NOT SIGN THIS STATEMENT
but instead comply with Section 7B 12.1.1.1**

Annex B to Sample Entry Form

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights :

1. I am a participant in the Championships held at from to200_ "the Championships"). I acknowledge that participating in the Championships or any other activity related thereto (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Championships or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:.....)

2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organisers, the National Aeroclub, the property owners of the operation areas (including launch and landing areas), the Federation Aéronautique Internationale and its Commission de, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:.....)

3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall be incourts and such courts have personal jurisdiction. (Initials:.....)

4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law. (Initials:.....)

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date : _____

Signature of Participant

Printed name of Participant

Address of Participant : _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

10 GUIDELINES FOR ASSISTANCE TO A PILOT IN DANGER

All pilots must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!" A pilot witnessing any kind of accident must try to inform the organiser as soon as possible using the safety radio frequency.

It is recommended that all pilots have first aid qualifications.

Calling procedure: "MAYDAY, MAYDAY, MAYDAY". Give details of:

- Nature and location of the accident;
- Position of the victim;
- Name of pilot reporting the accident;
- Description of pilot/glider in trouble.

10.1 Rescue actions in competition

10.1.1 The objective:

- To propose to the pilots a list of things to do when they are giving assistance to a pilot.
- To propose to the organiser an idea for a procedure for the rescue service.
- To push the pilots to assume their responsibilities in case of an accident, avoiding the possibilities of an excess of zeal, which could generate an excess of extra points.

This list could be used by the organiser and/or the jury in order to attribute compensation points to the pilots who gave assistance.

10.1.2 Organization duties:

- A radio arrangement that covers the whole course.
- To make clear & precise decisions with the injured pilot and/or with the pilot who is giving assistance.
- If possible put the rescue aid in touch with the accident area.
- Transmit all information to the rescue aid (general state of the injured, location, etc...)
- Cancel the rescue action (if needed) if it was asked by some persons external to the competitions.

10.1.3 Obligations of the injured pilot.

If he is physically able, the pilot must:

- Take some landmarks in order to facilitate the location of the accident zone and the altitude of the accident and the GPS co-ordinates.
- To make contact with the organisation from the air by radio or by mobile phone (better radio contact).
- Alert message like My name is...number....

10.1.4 Obligations of pilots who witness an accident.

If at all possible, the pilot must:

- Contact control and state that: I am a witness of an accident at such place.
- The injured has a glider of such construction....., such colour.....
- I can/can't land close to him
- What must I do?
- If possible, His name is.....his number is.....Can he speak, can he move ?

10.1.5 Waiting for the organization decision and then

Land near by, or stay in the air, close to the accident for a better localisation, or go on with the task.

10.1.6 If radio contact with the organization is impossible

- Throw a flare
- If there is another pilot near by, or in radio contact with you ask him to contact the organization landing near a telephone, stay in an area that allows the maximum contact with the pilot in order to give information about how the rescue is progressing.
- If you are alone, you have to judge according to the area, the impact, the presumed state of the pilot, whether you would do better to land nearby the injured pilot or land near to a telephone.

10.1.7 Further information to give to organization on reaching the injured pilot

- Accessibility of the injured, distance of the 1st road, trees, slope, cliffs, etc.
- State of the injured pilot: conscious/unconscious, pulse, breathing, mobility, opened fracture/closed fracture, internal/external haemorrhage etc.

10.1.8 Protect & rescue the injured pilot

- Avoid injuring yourself, land only if you can do so in total security
- Approach calmly to the injured pilot. If possible approach from the side or from below in order to avoid falling stones.
- Secure the zone.

10.1.9 Once discovered

Once the rescue team have the location of the injured pilot, prepare the area for the arrival of a helicopter (fold up the gliders) and protect the injured pilot:

- Do not move him.
- Cover him if he is cold.
- Speak to him even if he is unconscious.
- Find out if his vital functions (pulse, breathing) are efficient and do not intervene if you are not competent.
- If you have no choice, intervene medically mouth to mouth/heart massage

11 PARTICIPANT INCIDENT POLICY

This policy provides guidelines for censuring the conduct of competition participants with respect to their behaviour towards CIVL representatives, officials or other competitors at CIVL sanctioned meets.

These participants are competitors, team leaders and ground crew. The CIVL representatives are Stewards, Jury members or Technical directors. In addition other meet officials may be considered CIVL representatives under this policy.

In general, practical rulings and other decisions adversely affect the scores of one or more pilots. These pilots, their team leaders or team members may be angered by these decisions.

It is reasonable to expect argument and disagreement on the part of these individuals but abusive language and excessively loud delivery are not acceptable

In addition physical abuse / threats / (hitting, kicking or spitting) is totally intolerable.

The following guidelines are provided for such abusive behaviour.

11.1 Procedure

A full report of the incident must be delivered to the CIVL Bureau as soon as possible after the event. The report should be accompanied by the names and addresses of witnesses if any. The Bureau or a specially appointed committee will review this report, make enquiries and where necessary choose a procedure from the following options

11.2 Lesser offences

These offences consist of the use of moderately abusive language or hitting an official with an object not causing physical damage (liquids, paper, dirt, etc.).

Punishment (in order of severity)

- The offending individual and his/her Aero club receives a letter of reprimand from the CIVL
- The offending individual is required to send a letter of apology to the offended official before he is allowed to participate in another CIVL sanctioned event.

11.3 Serious offences

These offences include the use of excessively abusive language, hitting an official with fists feet or other body parts as well as hitting with solid objects (sticks, rocks etc.) or otherwise causing bodily abuse (tripping pushing etc.)

11.3.1 Punishment

in order of severity

Note. The punishments in the lesser offences may be invoked as well as the following:

- The offending individual may get a point reduction from his or her score. If the offender is a team leader, the point reduction may be for the entire teams overall score.
- The offending individual may be banned from CIVL sanctioned events for a specific period of time including a lifetime ban.

The Competition Director has the power to immediately ban or disqualify a pilot for physical attack on any official.

Abusive behaviour is considered unsportsmanlike like conduct and should be treated as such. Likewise abusive behaviour on the part of CIVL official is considered unprofessional conduct and will be dealt with a similar manner as above.

Punishment will be elimination of the official from the roster of acceptable Steward, Jury, Judge or Technical Directors.

12 PARAGLIDER SAFETY STANDARDS & DOCUMENTATION

12.1 Paragliders and Associated Equipment

12.1.1 Competing gliders

12.1.1.1 Airworthiness

This must be based on a paraglider certification or a prototype certification from a CIVL-recognised test organization. A prototype certificate requires a load test and a declaration of line specifications signed by the manufacturer and the testing body (see 12.2 below). The organisers have the right to refuse any glider not of acceptable standard or configuration.

12.1.1.2 Configuration

A Glider showing a certification certificate produced by a CIVL recognised testing body cannot be changed in any way in its configuration. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested is considered as a prototype and must comply with the following requirements:

12.1.1.3 Glider identification and documentation

Each glider must have a serial number for identification and the pilot must produce the following documents:

- The manufacturer's agreement for a nominated pilot to fly the prototype.
- A prototype certification from a CIVL recognised test body, which requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See 12.2 below
- A manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.
- Permit to fly from the manufacturer.

12.1.2 Modifications to a glider

A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs (see 12.1.3. Damage to a glider).

12.1.3 Damage to a competing glider

Any major damage shall be reported to the organisers without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical make and model, or one of similar or lower performance.

12.1.4 Acceptance check.

All paragliders must be made available to the organisers during the period of registration, for an acceptance check, in the configuration in which they will be flown. After the opening of the launch window on the first scheduled competition day no changes of paraglider may be made (see 12.1.3.).

12.1.5 Airworthiness Checks.

At any time during the championships the organisers and FAI officials have the right to inspect any competing glider and, if necessary, ground it for safety reasons. They may also apply any other penalties listed in these rules and the Local Regulations for non-compliance with class or airworthiness standards.

12.1.6 Check Procedures

The following procedure has been designed to cope with strength problems of micro-lines on competition Paragliders.

Note that one certificate may apply to various canopies as long as the glider's line configuration complies with the specifications in the certificate.

There is no need to apply the procedure on certified production Paragliders.

- For a given (competition) paraglider prototype, the manufacturer inputs precisely the line specifications in Permit to Fly (below).
- The test-organisation (any testing body for Paragliders like aero-tests, DHV/OeAeC, SHV) performs a static and a dynamic load test in the same way as in an ordinary certification type test.

If the glider passes.

- The testing body checks the compliance of the prototypes line configuration with the line-specifications of Section I and confirms the test results in Section II.

- The testing body takes a photocopy of the form and returns the original copy to the manufacturer.
- For every production glider complying with the tested line configuration the manufacturer takes a photocopy of the original form and inputs the serial number and the confirmation of compliance in Section III.
- Every production glider is delivered together with a complete "Paraglider Line Strength Certificate" form.

12.2 Paraglider Line Strength Certificate

I. Type specification

Manufacturer

	Main lines	Middle lines (1)	Middle lines (2)	Top lines
Line type designation				
Diameter				
Breaking Strength unsewn				
Material core				
Material sheath				
Line mass per length unit				
Core mass per length unit				
Number of A-Lines				
Number of B-Lines				
Number of C-Lines				
Number of D-Lines				
Number of stabiliser lines				

II. Confirmation of the testing body

We confirm that a glider as specified above has been load-tested according to:

1 EN 926-1

H Deutsch-Osterreichische Bauvorschriften fur Gleitsegel

It complies with the standard mentioned above for a maximum take-off mass of _____ kgs.

Place:

Date:

Signature:

III. Confirmation of the manufacturer

We confirm that the glider Type designation, _____ Serial No,

Has been built in accordance with the line specifications given above. We the manufacturer are not aware of any circumstances that might adversely affect the airworthiness of this glider.

Place,

Date

Signature

13 SOARING COMPETITION

13.1 Goal control

Two kinds of goal control are possible : with or without a physical line. Organizers should use physical finish line as often as possible for several reasons (safety, accuracy, public, media).

13.1.1 With A Physical Line

If present, a physical line must be at least 50 m long and 1 m wide and the centre of this physical line must be the official goal coordinates. The physical line must match as close as possible the virtual line and should not be further away. Goal procedure : When the pilot reaches goal, their time is stored by the GPS when they cross the virtual line. When a goal marshal and a physical line are present, the pilot needs to fly over the physical line (or at least land on it).

13.1.2 Goal time

In Race to Goal tasks and when the physical line is displayed on the ground and goal marshal is present, goal times are measured by the goal marshal for the 10 first pilots. Goal marshal times will be used only to update arrival order in case of GPS time error leading to wrong arrival order. In all other cases (no physical line, no goal marshal, non Race To Goal tasks, other pilots) the goal time will be measured only using the GPS.

13.1.3 Without A Physical Line

The virtual line is 200m long each side of the GPS goal coordinates and perpendicular to the previous turn-point. The pilot's goal time is only taken from his GPS tracklog when he crosses the virtual line.

13.1.4 Crossing of Goal Line

The line is crossed when the pilot's foot cuts the finish line in the correct direction, using only the energy of the glider but not of the pilot. A maximum height may be specified, below which the pilot must fly to be judged to have crossed a goal line. The line will be defined as a straight, vertical plane which will be accurately marked in such a way so that the goal marshal can properly control finish times. The physical marker on the ground will match the vertical plane as accurately as practical and act as a guide so that the pilots can see where the finish line is.

13.1.5 Suitability of Goals

Prior to setting goals, including virtual goals, organisers must physically check that there are safe landings and no dangerous obstacles on the approaches and surround area. Manned goals are safer than virtual goals and competition organisers should only use virtual goals in exceptional circumstances. Stewards should consult with the Meet Director to ensure that goal fields are suitable and safe prior to the start of the championship.

14 **ADVICE ON PREPARING A PROTEST**

The current version of the CIVL Jury & Steward Handbook contains comprehensive instructions on the procedures involved when a protest is submitted at a 1st Category championship. These notes are intended as a guide to team leaders or individuals preparing protests.

14.1 Hierarchy of Rules

This will be:

- FAI General Section.
- Section 7, i.e. this book.
- The Local Regulations.
- Any supplementary notices issued subsequently which may have had an effect upon the published rules.

14.2 Procedure

Prior to submitting a protest you must have sought redress of the problem by means of a complaint to the Meet Director. If your complaint is resolved the procedure stops there, if it is not you may proceed to a Protest and the deadlines for these are specified in the Local Regulation, together with the protest fee. The Meet Director should note the time that a protest is presented to him and pass it to the Jury President without delay.

Protests are submitted by a pilot's team leader on his/her behalf. This is the case even where a team leader may not agree with the protest. If the pilot has no separate team leader he/she may submit the protest personally.

Each protest must be in writing, in English and be accompanied by the protest fee. If the protest is upheld the fee will be returned. It should be headed with the Championship title and the name and nationality of the protestor.

It should be clear what the protest is against e.g. against a decision that the pilot infringed a rule (or rules) or against the penalty awarded for that infringement (points deduction, zero score, DSQ etc. It may not be just a general complaint against the organiser.

It may be that both of the above are protested e.g. "I protest against the decision that I infringed Rule ##. In addition I believe the penalty awarded to be too severe if I had infringed that rule".

The protest should state what redress the protester wants and which rules he/she believes are relevant.

The protest should finish with signature, date and time.

If the protest is against more than one thing the reasons, explanations etc. should be kept separate so as to assist the Jury. For each element of the protest the following should be stated (where applicable):

- (a) The reason you believe the decision or penalty is wrong (quoting Rule numbers if they support the case). E.g. it may be that you believe another pilot has been treated differently in similar circumstances.
- (b) Any witnesses you believe will support your version of events.
- (c) Any mitigating factors.

Where possible you should submit written evidence from any supporting witnesses with your protest.

The jury should deal with the protest as soon as possible. This may involve interviewing witnesses, obtaining evidence from the Meet Director, other officials and the Steward. Since the competition has to continue while this is going on people may be seen separately. The jury may announce their decision at the end of hearing the evidence or may consider matters further on their own before reaching a decision. When a decision has been made it will be put in writing, signed by all jury members and copies made for the jury members, the Meet Director, the protestor and for posting on the official notice board together with the protest.

15 AWARDS CEREMONIES AT CATEGORY 1 EVENTS

15.1 Introduction

In the past, organisers of FAI Category 1 championships had no clear guidance on how to structure award ceremonies. As a result, the standard of these ceremonies has varied greatly from one event to another and was sometimes of unacceptable quality. To ensure consistency at all FAI Category One event ceremonies, and guarantee that minimum standards of dignity and protocol are adhered to, a standard format for Awards Ceremonies at FAI Category One events has been agreed and is the basis for the following protocols.

15.2 Award Ceremony Procedure

15.2.1 Preparation

- The awards podium, FAI flag and the flags of the medal winners and National Anthem of the individual Gold Medal winner and the winning team will be prepared in advance.
- The awards podium will be set up in the following configuration:
 - Silver: Left-hand side (as viewed by spectators) - Second highest podium (2)
 - Gold : Center - Highest Podium (1)
 - Bronze: Right-hand side – The same height or slightly lower than Silver (3)
- A person from the organising staff should escort medal winners to a medal staging area.

15.2.2 Procedure

- The announcer will introduce the award ceremony and then announce each category/class (as appropriate) receiving medals as the winners move into the podium area in order and take up a position behind the awards podium. A member of the organising staff should be on hand to guide competitors to the appropriate position and the order in which competitors move into the area must be in a sequence so as to position the medal winners behind the correct podium.
- The announcer must mention who (with appointment or title) will award the medals and diplomas (this may be the FAI President, Air Sport Commission President, his/her designee or a local dignitary).
- The winning pilots or teams will be called forward by name and country, one by one separately, and in reverse order i.e. Bronze – Silver - Gold. The medal winners will step up onto the podium only when called by the announcer.
- The first Medal-winning individual or team (Bronze) will step up onto the podium, and the medal and diploma will be awarded. Next the Silver-medal-winning Individual or Team will be called to the podium and will receive the medal and diploma, followed finally by the Gold medal presentation, using the same procedure. A moment will be allowed after the award of each medal for photographs.
- After all medals have been awarded, the anthem of the Gold Medal-winning individual or team will be played as their country's flag is raised (if the winner is not representing a country, play the FAI anthem). The flagpoles must be of different heights, with the tallest in the centre for the flag of the 1st placed competitor or team, and two shorter ones to the right and left for the 2nd and 3rd placed competitors or teams. All flags must be raised to the top of the poles. The flag poles must be of an appropriate height for their location, so as to give a distinguished look to the flag ceremony.
- The individual or team winners will pose for group photographs for a minute before stepping off the award podium.
- First, 2nd, and 3rd placed competitors, and 1st, 2nd, and 3rd placed National teams, must attend the awards ceremonies. Furthermore, all competitors are expected to attend the awards ceremonies.

16 RULES FOR GPS FLIGHT VERIFICATION

16.1 General

16.1.1 Category 1 Events

Flights in Category 1 Championships will be verified using GPS track-log evidence.

16.1.2 Approval

Any system of GPS flight verification must first be approved by the relevant CIVL committee as being secure and suitable for the purpose of verifying competition flights.

16.1.3 Notification

Where GPS flight verification is to be used, the competition organization may only use flight verification software that has been evaluated by the relevant CIVL committee as being suitable and secure. The organiser must publicise a minimum of 3 months before the start of the event what approved (by the relevant CIVL Committee) software will be used (by name and version number) and the types of GPS instruments that will be supported.

16.1.4 IGC Standard Equipment

Competitors who wish to use IGC standard equipment are welcome to do so, provided the competitor provides all necessary hardware and software, and all IGC standards are properly followed.

16.2 GPS use

16.2.1 Back-up GPS

A pilot may use multiple GPS's for verification and backup and may submit multiple track-logs to the scorer. The evidence will be chosen so that the pilot's best possible score, from all correctly obtained data, will be taken for flight verification.

16.2.2 Multiple Tracklogs

Pilots may submit evidence for a flight using data from two (or more) GPS units, each covering part of the flight as long as the Competition Director is satisfied that the data was obtained by the pilot submitting it during the task it is offered as evidence of.

16.2.3 Tracklog Submission

Flight evidence submitted may only be submitted for the claimed flight.

16.2.4 Registration of GPS Units

Pilots must lodge the make, model and serial number of all GPS devices that they intend to use during the competition with the competition scorer. If the device a pilot nominated is damaged during the competition the pilot may wish to use an alternative device. The competition organiser or launch marshal must be given the make, model and serial number of this alternative device prior to a pilot launching to fly a round for which the pilot hopes to use the device's track-log for verification.

The Competition Director must ensure that each pilot has a unique make, model and serial number combination (i.e. no pilots are sharing devices) and they or their assistants must check the device's make, model and serial number prior to every task verification. Any GPS submitted which does not match the lodged information may be rejected for verification.

16.3 Sectors

16.3.1 Size of Sectors

Competitions will be run on the basis of using cylindrical sectors. The radius will be 400m unless specified differently in the local regulations.

16.3.2 Accuracy of GPS sectors

As only GPS evidence is used in a Category 1 competition, physical features on the ground are to be taken as a guide only. The use of virtual turn points not related to ground features are also permissible. The coordinates supplied by the competition organiser will be the turnpoints, goal and start points that the pilots will fly to except that, where manned goals are used, the pilots must cross the physical, marked goal line. An error margin of 0.5% will be allowed to compensate for any error in position recording by the GPS instrument.

16.4 Track log

16.4.1 GPS Data

The pilot must provide an unambiguous track log that shows without doubt that the data was collected;

- By the pilot of the hang glider on the flight in question.
- Of the declared turn point co-ordinates from the correct location in the correct sequence.
- Between the takeoff and landing.
- With all relevant information being present on the track log.

16.4.2 Essential Data

The track log must show for any start, goal or turn point that is claimed for the flight, one of the following:

- A track log point within the stipulated sector, plus the allowable sector additions for possible GPS error.
- A pair of consecutive track log points not more than 30 seconds apart for which a straight line drawn from the first point to the second point passes through the allowable sector, plus the allowable sector additions for possible GPS error

16.4.3 Start Data

Where the point being claimed is a start point and the track-log has 2 points either side of the start at most 30 seconds apart, then the start time is interpolated from these points (constant speed being assumed). Otherwise a start time is taken from the last point within the start sector during the start window.

16.4.4 Missing track log

If a pilot can produce no track log, written verification by launch officials of take off within the authorised launch window will result in that pilot being scored to minimum distance rather than given a zero score.

16.4.5 End of Speed Section

Where the point being claimed is the end of a speed section and the track-log has 2 points either side of the sector boundary at most 30 seconds apart, then the finish time is then interpolated from these points (constant speed being assumed). Otherwise a finish time is taken from the first (in time) point outside the boundary of the speed section; if the end of the speed section is a goal sector this will be the first (in time) point within the goal sector.

16.5 General Verification Rules

16.5.1 Minimum Track Log Points

A pilot's track log must contain sufficient track log points to verify all control features of the task that has been set, except that 16.4.4 may be applied for a start. In the event of doubt about track log validity 16.5.9 will apply.

16.5.2 Minimum Tracklog Evidence

The verification software must confirm that all points used to verify the flight occurred at reasonable times (e.g. on the day in question, between the start of the task and the end of the task, and showing the correct chronology of start and turn points).

16.5.3 Evidence of Best Distance on Task

If goal is not achieved, the end of flight may be taken as to be the point within the track-log closest to the next target (not achieved). If the task is open distance, the end of flight will be the point within the track-log that gives the pilot his/her best position according to the type of open distance being used. The time of the track log point chosen as the finish of the flight must be consistent with the flight being claimed and any landing deadlines that may be in force.

16.5.4 Scoring a Stopped Task

If a task is stopped, the pilots will still be scored up to the point in time when the day was stopped. The pilots may submit their track logs to claim their finish of the flight as being the last valid track point prior to the task being stopped, or their best position on course prior to the task being stopped. No other means of flight verification will be accepted if the task is stopped. Pilots who do not present a valid track log will in this case be given a landing score according to an agreed procedure, but aerial photographs claiming a position over the ground will not be accepted. Pilots without a valid GPS track will be at a disadvantage.

16.5.5 Missed Features

If the track log downloads successfully but shows that a pilot has missed feature(s) that the pilot was claiming. The backup track log(s) is to be checked. If no backup exists, or if the backup also fails to provide verification, no other means of verification shall be allowed and the pilot's flight is awarded as the "best flight" that the available GPS evidence verifies.

16.5.6 Best Evidence

If a pilot has undisputed track-log points in the start or finish sector, but does not have a proper track-log which actually crosses the edge of the sector, the pilots start or finish time may be determined from the best evidence

If a pilot has two or more undisputed track logs that each show only part of the claimed flight, then the individual parts of the different track logs can be used to verify different parts of the flight.

If a pilot fails to provide evidence of finish time when required, that pilot is awarded distance points only. If a landing deadline is in effect, or if the task is stopped, then all pilots will have their finish of flight determined by the last valid point on their track logs that is before the stated landing deadline or task stop time.

16.5.7 Time based disputes

If a pilot has undisputed track-log points in the start or finish sector, but does not have a proper track-log which actually crosses the edge of the sector, the pilot's start or finish time may be determined from the best evidence that the pilot's GPS has recorded in respect to the sector.

Where GAP2002 is the scoring system a pilot without evidence of start time will be given the start time equal to the start gate opening time. Otherwise, if the launch is within the start sector, and the pilot launches during the start window, but fails to provide proper evidence of start time, then the pilot is awarded a start time equal to the start window open time. The pilots elapsed flight time is then moved so that it begins at the time of the first start time of the pilots in goal (so that the Departure Point system is not compromised). If the pilot's new (artificial) goal time is outside of the advertised goal closing time, the pilot is awarded goal distance only.

16.5.8 Airspace Infringement and Cloud Flying

Where infringement of airspace is considered possible it is the responsibility of the pilot to produce track log or barogram evidence that this did not occur.

16.5.9 Rejection of Track Log

The competition organiser has the discretion to reject any track log, or part thereof if he/she feels it does not show sufficient evidence that the claimed data is genuine. In such cases the pilot is to be awarded zero points for the round.

16.6 Pilot Responsibilities

16.6.1 GPS Equipment

Each pilot must ensure that he/she has equipment that is secure and compatible with the approved GPS flight verification software that is to be used. The makes and models that will be accepted for flight verification during a competition will be publicised prior to the start of the competition. All pilots must as a minimum fly with one GPS unit capable of recording altitude as part of the track log.

16.6.2 Operating Parameters

Pilots will be required to correctly set up the operating parameters of their GPS instruments. Failure to correctly set up their GPS instruments may lead to penalties being applied.

16.6.3 Landing Verification Form

Pilots will be required to correctly fill out a landing form with all relevant flight and landing information that they expect to have verified by their track log. Pilots are to sign the form to certify the authenticity of the information that they have provided. Failure to do so may lead to penalties being applied.

More stringent rules may be imposed by the competition organisers provided that they are included in the approved local regulations. Note. The portability of paragliders may necessitate further rules.

17 THERMALING RULES & TECHNIQUES

It is apparent from the experience of many pilots and officials at category 1 events that quite a few pilots do not know how to thermal effectively and safely with a large group of pilots. Despite the CIVL qualification requirements for the entry of these events, not all countries teach proper technique and etiquette, or may not know the universally accepted procedures. In order to enhance the safety of competitions, these rules are presented, which must be read and understood by all pilots entering CIVL sanctioned competitions.

17.1 Aggressiveness

One of the biggest problems in competitions with many pilots is the over-aggressiveness of certain individuals. Over-aggressiveness in crowded skies can lead to mid-air collisions, which can lead to fatalities. Nearly every pilot in a crowded thermal would like to circle tighter to better use the core, but it is impossible to do so without a great disruption of the entire circling group. A pilot that makes close passes to others or avoids clearing all turns endangers everyone, and risks the anger of his fellow pilots which may cause later confrontations. An overly aggressive pilot ultimately hurts his or her own long-term competition results.

Competition directors are required to deal with overly aggressive and unsafe pilots in the following manner: The pilot should be given a warning as soon as a confirmed report of the pilot's dangerous behaviour is presented. If the pilot doesn't stop the dangerous behaviour immediately, the pilot must be removed from the competition.

17.2 Entering a thermal

17.2.1 First rule

The first rule of entering a thermal is to turn in the same direction as the pilots already in the thermal (either clockwise or counter clockwise). This rule holds strictly even if the thermal is entered well above or below the previous pilot(s). The reason for this last point is that often, lower gliders will climb more quickly and may eventually be at the same level as the higher gliders. Also, in crowded skies it is common for many pilots to join a thermal and pilots coming in between two pilots turning different directions will not know which way to turn. Often this factor results in several groups of pilots at different levels turning in different directions. When these groups merge, chaos and endangerment occurs.

So it must be stressed: Always enter the thermal in the same direction as a previous pilot no matter what the height separation. Often pilots have a turn direction preference, which induces them to turn opposite to the direction already established. Pilots with such strong preferences should not enter a competition until turning to the undesirable side is practiced to the point that the pilot is able to automatically turn in either direction.

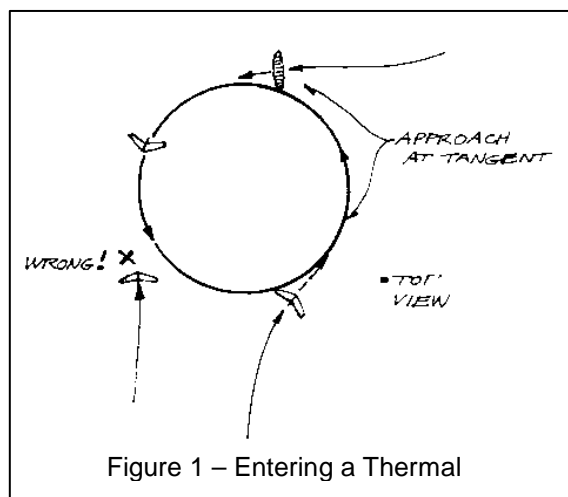


Figure 1 – Entering a Thermal

Which way should a pilot turn when entering a thermal in which pilots are turning in opposite directions? This problem is common enough and difficult. If the pilot is closer to one group (above or below), it's best to turn in the direction of that group. A pilot approaching a thermal with other pilots at similar height must circle in the same direction as the first pilots that reach the thermal.

In general, if a pilot is midway between an upper and lower group it is best to circle in the same direction as the upper group, as these gliders cannot be seen well. If the lower group climbs more quickly, these gliders can be easily seen and the turn direction reversed if required. Do not wait until they are at your level to reverse, since it may result in a mass confusion as some pilots change direction and others don't. Besides, the reason they are climbing up to you may be that their turn direction is more efficient due to a rotating thermal.

17.2.2 Second rule

The second rule for entering a thermal is to approach the thermal tangentially to the other glider's circle on the side where he or she is flying away from you. This procedure allows a simple turn to be made to follow the previous pilot's circling path even if both pilots are at the same level (see figure 1).

Approaching a thermal circle at any point other than the tangent (where the joining pilot's flight path just touches the circle diameter) is *extremely dangerous*. Pilots doing so are guilty of inducing confrontations and possible mid-air collisions.

Never fly through the middle of a thermal circle.

It is ideal to arrive at a thermal circle when the pilot already circling is on the opposite side of the circle. The pilot who has established the circle must be watched to see where the tangent point is on the side of the circle being entered. By watching the pilot for two or more 360-degree turns as the thermal is approached, a suitable entry point can be determined and the entering pilot can safely join the circling pattern.

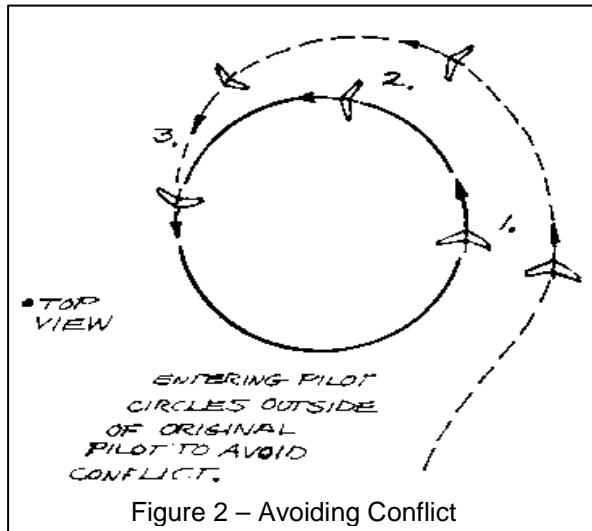


Figure 2 – Avoiding Conflict

Sometimes the circle is reached when the circling pilot is on the entry side of the thermal. In this case, the approaching pilot should circle on the normal side, but further out from the centre to give the other pilot room to continue to circle with no variation in the established pattern. The entering pilot should then start circling in the same direction with a bigger radius as shown in figure 2, which will soon allow room behind the other pilot so that the ideal path can be joined by tightening up the turn. Naturally, the pilot already circling should maintain a regular circle, both so the other pilot can judge where to be, and to maintain the core position. Cooperating in this manner is what the top pilots do in order to fly more efficiently and assure safety.

17.3 Multiple Cores

Quite often multiple thermal cores exist in close proximity to one another. This feature presents a real problem in crowded skies, because these cores often merge as the thermal rises higher. In this instance, when a good core is encountered as a thermal climb is approached, which way is it best to turn? There are benefits and problems relating to turning in either direction. If the turn direction of the nearby circling pilot is adopted, it is possible to enter the established circle simply by making a wider turn as the other core comes closer. On the other hand, the turning gliders will be approaching head-on at the near part of the circle as the cores merge (see figure 3).

If the approaching pilot chooses to circle in the opposite direction, there is not as much head-on confrontation, but the pilot must do a full turn reversal to join the other circle as the cores merge. If other pilots have joined the new circle, this turn reversal can create great confusion and potential conflicts. For the latter reason it is recommended to turn in the same direction as other pilots in a nearby core.

Often thermals can be broken with light multiple cores appearing for a few turns then disappearing. This situation may be a result of weak heating, wind or an inversion layer. When a group of pilots are trying to work such conditions, conflicts can result. Generally, the only safe policy is to use common courtesy and good airmanship. If the cores are short-lived, it doesn't make sense to rush around like crazy towards each pilot that tightens up in a better core. All this does is create conflict with other gliders and the erratic pilot will usually miss the core while knocking out the original pilot or lower ones coming up.

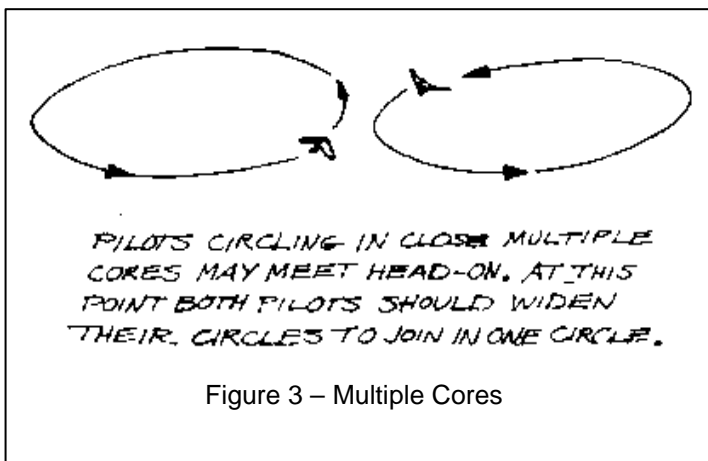


Figure 3 – Multiple Cores

The best policy is to wait until the climbing pilot is clear and enter the core without conflict. That way the entering pilot can tighten up successfully and gain the best climb. Blundering through the group trying to grab everything that is marked will just anger the other pilots who then won't cooperate and will do everything they can to block you're the offending pilot's progress. Remember, overly aggressive pilots ultimately hurt themselves psychologically.

In broken thermals, all pilots should orbit in the lifting area and allow a pilot that hits a surge of lift to tighten up and climb above. That way the crowding becomes less and everyone will have a better chance of getting up. Remember, in such conditions all pilots are your helpers, at least until you get close to goal. The weaker and more rare the lift, the more you need other gliders around to cover more area to find thermals. If you play the game of forcing others out of the lift you find yourself alone in an often fruitless hunt for lift.

17.4 General Rules

When a pilot is thermaling in a crowd, the main rule is to maintain constant awareness. That means looking around continuously to avoid conflicts. You must look to the outside of your turn as well as inside, for often gliders outside of you get forced inward or circling path get offset. Do not get confused by the mass of gliders above or below you. Focus on the ones at your level and a bit above and below.

The second important rule is to maintain a regular, predictable turning circle. Try to keep the same radius turn without varying it so other pilots know where you are going to be as they come around each time. Some pilots get fearful as the crowd increases and they flatten out their turns. This results in a reduce climb rate for everyone and even more crowding as more pilots end up at the same level. Maintain as tight a turn in the core as possible for maximum climb so pilots get spread out vertically, not horizontally.

Two pilots on the same level can work together very nicely at quite steep banks. To do this, maintain a constant bank and remember, as long as you can't see the other pilot he or she has either climbed above you or is on the exact opposite side of the circle and you will not hit. If you flatten out you may end up with a conflict. Three pilots can also work together in this manner if each pilot is very careful to keep a regular circle and the lift is smooth. Four pilots at the same level are too many for the efficient use of most cores.

Be aware of the fact that it always appears that the other pilot is going around your circle. This visual mirage makes you think that the other pilot is turning flatter than you. Don't make this perception error and flatten out or you'll cause conflicts. The only way to tell who is turning flatter is to see who catches up to whom. If you are catching up to the other pilots, you are turning more steeply, and vice versa.

Many pilots use techniques of quickly altering their turns when surges of lift pass through. This practice is overly aggressive in very crowded situations and will eventually get reported with a subsequent penalty. No pilot has the right to endanger others for his or her gain. Pilots should study available publications regarding thermal techniques and thermal procedures.

18 COMPETITION SAFETY PRESENTATION

18.1 General

A safety meeting attended by all pilots in a CIVL category 1 competition is required. Only by presenting the safety matters relating to the specific site and conditions can there be reasonable assurance that all pilots will have access to the important local safety information. It is mandatory for all pilots to attend such a meeting.

One method of compelling pilots to attend the meeting is to not allow a pilot to score who has not attended the meeting and signed in on a pilot list under the control of an official. Another way is to do the GPS downloads and serial number check-ins at the meeting. There may be a certain amount of resistance to such a mandatory meeting, but even very experienced pilots do not know all the unique factors of a particular site until they have flown there many times. Any very experienced pilot who knows the site may be recruited to help with or put on the safety meeting. It goes without saying that those pilots with lesser skill, experience or judgment will benefit greatly from such a meeting.

It is suggested that this meeting be presented on two different evenings before the competition starts to allow for individual schedule variations. Furthermore, even though it is mandatory, a pilot with a very reasonable excuse may be exempted as long as he or she reads an outline of the course and signs an affidavit stating that all points are well understood. Examples of such an excuse are a delayed or cancelled airplane flight or the rescue of a fellow pilot on the day of the meeting.

18.2 Safety Meeting Topics

The following outline consists of items that should be covered in a safety meeting. The potential topics are not limited to this list and should be tailored to the site, the discipline and the conditions involved.

18.2.1 Equipment

18.2.1.1 Gliders

Present a discussion of gliders appropriate for the site and conditions. If, for example landing fields are few and far between or a long way out from the mountain, pilots flying gliders with lesser performance may be cautioned to leave the mountain before getting below a given point. Any type of disallowed gliders for safety reasons should be announced.

Remind pilots to pre-flight their gliders carefully and inspect them for over-all integrity before the meet begins. Remind pilots that shipping damage is common enough and sometimes hidden.

18.2.1.2 Harnesses

Remind pilots to inspect their harnesses and parachute attachment. Review the ballast rules and possibly suggest ballast limits if the site presents a challenging takeoff.

18.2.1.3 Parachutes

Pilots should be reminded to inspect their parachutes and informed of any parachute repacking services available. A review of the parachute emergencies should be presented. The dangers of landing under canopy should be reviewed followed by the procedures once the pilot has landed.

18.2.1.4 GPS units

Pilots should be reminded and walked through the procedures for setting their GPS units to the proper meet settings (map coordinate system, coordinate decimal placement, time, etc.)

18.2.2 Communications

18.2.2.1 Numbers & Frequencies

Pilots should be given the cell phone numbers and radio frequencies for reporting emergencies as well as retrieve and reporting in that they are safe.

18.2.2.2 Rescue Procedures

Review the necessity for a downed pilot to move or bundle up his or her glider immediately if they are uninjured. Pilots should be informed what to do as a victim in the case that they can communicate. A safety card with the meet numbers and what a rescuer should do must be given to all pilots and must be in his or her possession during flight. It should be written in the local language.

18.2.2.3 Procedures for pilots observing an accident.

These should be presented; review the Section 7 rules concerning aiding an injured pilot and inform pilots of the policy on awarding points. Discuss the desirability of remaining aloft above an injured pilot to aid communication and guide ground vehicles, with consideration to the possible arrival of a helicopter.

18.2.3 Site Requirements and Conditions

Most of the above matters are fairly uniform from meet to meet. The real things that can change at different venues are the nature of the terrain and weather factors as presented below. The most important topic at some sites will be the weather factors.

18.2.4 Physical Aspects

Review any particular matters that present challenges or greater risks due to the nature of the site. These may be (but are not limited to) the presence of water, antennas, power lines, cable cars, microwave towers, known turbulent areas, regions with few or hilly landing areas, regions with venturis (high winds).

18.2.5 Launch Procedures

If launches present a particular challenge (flat, or treacherous in a crosswind, etc.) discuss the limits of safe launching. Review the Launch Director's signal to allow launch and the intended method to avoid too much crowding above launch (such as stopping launches or a mandatory clearing of launch by pilots in the air).

18.2.6 Conditions

Certain areas are notorious for changing conditions and such expected changes should be reviewed to inform pilots what to expect, what the general timing is and how to best handle the conditions. The general daily variation of conditions should be presented so pilots can be prepared. A short discussion of the necessity to launch earlier rather than later can perhaps reduce last minute scrambling (and thus reduced safety) to get off within the launch window.

18.3 Personal Health Matters

Since Cat 1 meets are typically run over consecutive days for a week or more, many pilots will be flying longer than they are used to. Thus they may run out of energy somewhere in the middle of the meet. When accumulated fatigue sets in, pilots have poorer judgment and may make random errors. Safety is greatly compromised in this case.

18.3.1 Rest and Nutrition

Although it may be futile, it is our duty as organizers to remind pilots to get ample sleep each night. Furthermore, proper nutrition goes a long way towards maintaining energy levels.

18.3.2 Hydration

Finally, one of the biggest factors in aviation accidents is dehydration. Pilots must be reminded to drink adequate liquids throughout the morning of the flight, just before the flight and during the flight. Also hydration after the flight is critical. Mention the dehydrating effects of all alcoholic drinks, and coffee or tea as well as sodas containing caffeine. Meet organizers are advised to have adequate water available at launch for pilots as well as staff. Naturally, desert areas require double attention to these important matters.

18.4 Airspace and Other Hazards

Pilots should be presented with a map clearly delineating the prohibited airspace (including the pertinent altitudes) and other areas that must be avoided (such as congested areas or irate landowners). Non-landable areas due to landowner hostility or lack of adequate fields should be presented on this map as well.

GLOSSARY OF TERMS AND ABBREVIATIONS

This section amplifies a number of terms which are used in the main text and gives some generally accepted definitions and abbreviations relevant to air sports

Alphabetical

2D GPS	GPS model which does not include altitude encoding in the track log
3D GPS	GPS model which includes altitude encoding in the track log
Aircraft	See Chapter 2 for definitions, page 2 - 1
Altitude	The vertical distance from mean sea level (MSL). See also `QNH', and `Height'.
AMSL	Above Mean Sea Level
ASC	Air Sport Commission (List, page 1-2), responsible for a specific Sporting Code section.
AUW	All Up Weight / Mass
C	(Temperature) - Celsius
Certification	The signature on and preparation of certificates and other documents concerned with the process of flight verification with a view to validation of an FAI Flight Performance
CIVL	Commission Internationale de Vol Libre, the International Hang Gliding Commission
C of A	Certificate of Airworthiness
CP	Control Point
FAI	Fédération Aéronautique Internationale, with its headquarters in Lausanne
g	Acceleration due to gravity (9.81 m/sec ²)
G	Multiple of gravity force on an aircraft under acceleration
Geodetic Datum -	The mathematical model of the earth (and its orientation to the earth) which is used in laying out the positional reference system (lat/long, kilometre grid, etc) before the map projection process is used to transform the three-dimensional surface of the earth model (including topographical features and the reference grid) into a flat map sheet. Some 200 Geodetic Datums (GD) are in current use and generally were chosen for the `best fit' of their particular mathematical model to the shape of the earth over the map area concerned. Lat/long figures, to be unambiguous, should quote the GD used which is normally given in the data at the edge of each map. The WGS 84 Datum is generally accepted as the best simple mathematical model for the <u>overall</u> shape of the earth, and is an ellipsoid with an equatorial radius of 6378.1370 km and a polar radius of 6356.7523 km, and is centred on the earth's centre and orientated to the spin axis. PC-based transformation programmes are available which convert latitudes and longitudes from those relevant to one Geodetic Datum, to WGS 84 or other Datums. Differences vary from a few metres to a few kilometres. These differences are not errors, each lat/long figure is perfectly correct, it is only the different GD (world mathematical model) which changes the lat/long figures for a given point on the earth's surface. Therefore, for distance calculations to be accurate, the lat/longs of points at the beginning and end of the leg concerned must be with respect to the same G (see para 7.3.1.1). The calculations themselves use these standardised lat/longs, applied to a distance calculation formula based on the FAI earth model given in para 7.3.1.1. The WGS 84 Datum can be used in deriving lat/longs for long distance calculations and is used by ICAO and national aviation agencies in defining highly accurate standardised runway datums for the future use of GPS as a runway approach aid.
Geodesic	The shortest distance between two points on the surface of an ellipsoid.
GLONASS	Global Orbital Navigation Satellite System, the Russian GNSS system similar to the US GPS
GNSS	Global Navigation Satellite System (Generic term for all systems such as the Russian GLONASS and the US GPS)
GPS	Global Positioning System (US GNSS System presently managed by the Department of Defense)
GPS (2D)	GPS model which does not include altitude encoding in the track log
GPS (3D)	GPS model which includes altitude encoding in the track log
GS	The General Section (of the FAI Sporting Code)
Height	The vertical distance from a given height datum such as the take-off place. See also `QFE', and `Altitude'.
HG	Hang Glider
Homologation	The validation of a Flight Performance by an NAC or FAI for record purposes
hPa	Hecto Pascal (Pressure unit, equal to a millibar)
Host	When used in conjunction with NAC this refers to the NAC in whose territory the event is run
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation (HQ in Montreal, Canada)

ISA	International Standard Atmosphere - The ISA to be used for FAI matters is given in ICAO Document 7488 tables 3 and 4. It assumes a temperature and pressure at sea level of 15°C and 760 mm of mercury (or 1013.25 mb/hPa), and a constant temperature lapse rate from sea level of 6.5°C per 1000 m (1.98°C/3.56°F per 1000 ft) rise in height, up to a height of 11,000 m (56.5°C) which is assumed to be the Tropopause, above which constant temperature is assumed. Pressure figures from this ISA are used in calibration of barographs, because although the real atmosphere varies from day to day, for calibration purposes a set of internationally agreed figures are needed so that all calibrations are to the same datum, whether or not such figures correspond to 'true' height on a given day. A similar principle is used in calibrating pressure altimeters for aircraft, so that all aviation activities have a common standard of pressure height indication in the cockpit.
min	Minute, unit of time (UT), compared to 'arcmin' which is 1 minute of angle
m/s	Metres per Second
MSL	Mean Sea Level
NAC	National Airport Control
O	(FAI Class) - Hang Gliders and Paragliders
O&R	Out and Return
OO	Official Observer
PA	Paragliding Accuracy
PG	Paraglider
PWC	Paragliding World Cup
QFE	Pressure Setting which indicates zero altitude when at airfield height
QNH	Pressure Setting which indicates height above sea level
S7	Section 7 of the FAI Sporting Code i.e. this section. Also sub-sections 7A to 7D.
Shall	See under 'Wording'
Should	See under 'Wording'
Space	Above the earth's atmosphere, in earth orbit or above
STOL	Short TakeOff and Landing
TAS	True Air Speed
TP	Turn Point
UT	UTC to the local hour convention
UTC	Universal Time Co-ordinated (ex-GMT)
Validation	An act of ratification or official approval. In FAI terms, the act of approving a Flight Performance (or an element of one such as reaching a Turn Point) for FAI purposes.
Verification	The process of checking and assembling evidence with a view to validating a Flight Performance
Vs	Stalling Speed
WHGS	World Hang Gliding Series. A hang gliding sub-committee of CIVL.
WGS 84	See under 'Geodetic Datum'
Wording	The use of "shall" and "must" implies that the aspect concerned is mandatory; the use of "should" implies a non-mandatory recommendation; "may" indicates what is permitted and "will" indicates what is going to happen. Words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise. <i>Italics are used for explanatory notes.</i>
WPRS	World Pilot Ranking Scheme. A CIVL designed and administered system of ranking pilots from FAI sanctioned competition results.