



# FAI Sporting Code

*Fédération  
Aéronautique  
Internationale*

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## Section 7C – Class O

### PARAGLIDING 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.

## **FEDERATION AERONAUTIQUE INTERNATIONALE**

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<sup>1</sup> FAI Statutes, chapter 1, para. 1.6

<sup>2</sup> FAI Sporting Code, General Section, chapter 3, para 3.1.3.

<sup>3</sup> FAI Statutes, chapter 1, para 1.8.1

<sup>4</sup> FAI Statutes, chapter 5, para 5.1.1.2; 5.5; 5.6 and 5.6.1.6

<sup>5</sup> FAI Bylaws, chapter 1, para 1.2.1

<sup>6</sup> FAI Statutes, chapter 2, para 2.3.2.2.5,

<sup>7</sup> FAI Bylaws, chapter 1, para 1.2.3

<sup>8</sup> FAI Statutes, chapter 5, para 5.1.1.2; 5.5; 5.6, 5.6.1.6

<sup>9</sup> FAI Sporting Code, General Section, chapter 3, para 3.1.7

<sup>10</sup> FAI Sporting Code, General Section, chapter 1, paras 1.2. and 1.4

<sup>11</sup> FAI Statutes, chapter 5, para 5.6.3

<sup>12</sup> FAI Bylaws, chapter 1, para 1.2.2

## TABLE OF CONTENTS

1	INTRODUCTION.....	10
1.1	Description.....	10
1.2	Conjunction.....	10
1.3	General Section.....	10
1.4	Development of Sub-Sections.....	10
1.5	General requirements for hang gliders.....	10
1.5.1	Definitions of hang gliders, as per General section.....	10
1.5.1.1	Hang glider classes.....	10
1.5.2	Start of paraglider flight.....	11
1.6	Flight Definitions.....	11
1.6.1	A flight.....	11
1.6.2	Free flight.....	11
1.6.3	Flight performance.....	11
1.6.4	Uncompleted flight.....	11
1.6.5	Start of a flight.....	11
1.6.5.1	Launch/Take-off:.....	11
1.6.5.2	Take-off place:.....	11
1.6.5.3	Start Point/Departure point:.....	11
1.6.5.4	Point of Release.....	11
1.6.5.5	Start line:.....	11
1.6.6	Turnpoint.....	11
1.6.6.1	Rounding the turn point:.....	11
1.6.6.2	Turnpoints Sectors.....	12
1.6.7	Control point.....	12
1.6.8	Designated sequence.....	12
1.6.9	Position check point.....	12
1.6.10	Finish of flight.....	12
1.6.10.1	The Landing.....	12
1.6.10.2	Landing place:.....	12
1.6.10.3	Finish point:.....	12
1.6.10.4	Finish line:.....	12
1.6.10.5	Crossing the Finish Line.....	12
1.6.10.6	Finish Sectors.....	12
1.6.10.7	Finish time:.....	12
1.6.10.8	Target landing:.....	12
1.6.10.9	Another method.....	12
2	CIVL RECOGNISED 1 <sup>st</sup> CATEGORY EVENTS.....	13
2.1	General rules.....	13
2.2	World and Continental championships.....	13
2.3	Authority and bids.....	13
2.3.1	Eligibility to Bid.....	13
2.3.2	Preliminary Bids.....	13
2.3.3	Detailed Bids.....	13
2.3.4	Practice Event.....	13
2.3.5	Invitations to Participate.....	13
2.4	General organization.....	13
2.4.1	Championship flights.....	13
2.4.2	Title of World or Continental Champion.....	13
2.4.3	The total period.....	13
2.4.4	Minimum Representation.....	13
2.4.5	Official practice period.....	13
2.4.6	Headquarters.....	13
2.4.7	Number of rounds.....	14
2.4.8	Extension of flying.....	14
2.4.9	Round Validity.....	14
2.4.10	Protests.....	14
2.4.10.1	Video Evidence.....	14
2.4.11	The Organisers.....	14
2.4.12	The winner.....	14
2.4.13	The FAI Gold, Silver and Bronze medals.....	14
2.5	Local regulations.....	14
2.5.1	The local regulations.....	14

2.5.2	Failure to follow the time schedule .....	15
2.5.3	Once competition flying has started.....	15
2.6	Responsibilities of the organiser and the director .....	15
2.6.1	The NAC.....	15
2.6.2	The Competition Organiser.....	15
2.6.2.1	Pilot Entry .....	15
2.6.2.2	International jury and stewards .....	15
2.6.3	Safety Committee .....	15
2.6.4	Pre-flyers .....	15
2.6.5	Emergency medical provisions .....	16
2.6.6	Competition Preparations .....	16
2.7	Programme and facilities .....	16
2.7.1	Provision of information .....	16
2.7.2	Ceremonies .....	16
2.8	Stewards and Jury .....	16
2.8.1	Powers and description.....	16
2.8.2	Appointment of Stewards. ....	16
2.8.3	The International Jury .....	16
2.8.3.1	Nominated Jury .....	16
2.8.3.2	Authority of Stewards .....	16
2.8.4	Authority to Stop Event.....	16
2.9	National entry.....	17
2.9.1	The organisers .....	17
2.9.2	Women .....	17
2.9.3	Each NAC .....	17
2.9.4	The team leader .....	17
2.10	Team leader responsibilities .....	17
2.10.1	Liaison .....	17
2.10.2	Authority .....	17
2.10.3	Accidents .....	17
2.11	Pilot qualifications .....	17
2.12	Paragliders and associated equipment .....	17
2.12.1	Paragliders and other equipment .....	17
2.12.2	Competing gliders .....	17
2.12.2.1	Class .....	17
2.12.2.2	Airworthiness.....	17
2.12.2.3	Configuration .....	18
2.12.2.4	Glider identification and documentation.....	18
2.12.3	A glider shall fly throughout the championships .....	18
2.12.4	Acceptance check.....	18
2.12.5	Airworthiness checks. ....	18
2.12.6	Footwear.....	18
2.13	Insurance.....	18
2.14	Contest numbers .....	18
2.15	Registration and scrutineering .....	18
2.16	Briefing .....	18
2.17	Team leaders' meetings .....	19
2.18	Operational regulations .....	19
2.18.1	Compliance with the law. ....	19
2.18.2	Airworthiness.....	19
2.18.3	Pre flight check.....	19
2.18.4	Damage to a competing glider .....	19
2.19	Flight safety.....	19
2.19.1	Dangerous flying conduct .....	19
2.19.2	Helmet and parachute.....	19
2.19.3	Fitness.....	19
2.19.4	Drugs.....	19
2.19.5	Collision avoidance.....	19
2.19.6	Cloud flying.....	19
2.19.7	Suspension, cancellation or stopping of a round .....	19
2.19.8	Ballast.....	20
2.20	Test Flying .....	20
2.21	External Aid to Competitors .....	20
2.21.1	Radio.....	20

2.22	Rest Days.....	20
2.23	Start of a Round.....	20
2.23.1	Launch Intervals.....	20
2.23.2	Start list.....	20
2.23.2.1	Final Round.....	20
2.23.3	Ordered Launch.....	20
2.23.4	Other start system proposal.....	20
2.24	Flying the Round.....	20
2.24.1	Failed take-off.....	21
2.24.1.1	Inability to Launch.....	21
2.24.2	Take off.....	21
2.24.3	Pilot separation.....	21
2.24.4	Signalling reference.....	21
2.24.5	Definition of Final Approach.....	21
2.24.6	Re-launches.....	21
2.24.7	Wind Speed Limitations.....	21
2.24.8	Target Obstruction.....	21
2.25	Out landings.....	22
2.26	Flight boundaries.....	22
2.27	Scoring.....	22
2.27.1	Recording of Scores.....	22
2.27.2	Assisting injured pilots.....	22
2.27.3	Score sheets.....	22
2.28	Unsporting behaviour.....	22
3	CIVL RECOGNISED 2 <sup>nd</sup> CATEGORY EVENTS.....	23
3.1	General Rules.....	23
3.1.1	Conflict.....	23
3.1.2	Language.....	23
3.1.3	FAI Authority.....	23
3.1.4	Type of Event.....	23
3.1.5	Representation.....	23
3.2	Requirements.....	23
3.2.1	NAC Authority.....	23
3.2.2	Notice of Event.....	23
3.2.3	Application for Sanctioning.....	23
3.2.4	International Participation.....	23
3.3	Validation.....	23
3.3.1	Minimum Numbers.....	23
3.3.2	Maximum Numbers.....	23
3.3.3	Minimum rounds.....	23
3.3.4	Maximum rounds.....	24
3.4	World Pilot Ranking Scheme.....	24
3.5	Complaints, Protests and Appeals.....	24
3.6	Safety.....	24
4	PRE-FLIERS (WIND DUMMIES).....	25
4.1	Objective.....	25
4.2	Timing of Flights.....	25
4.3	Status and Expertise.....	25
4.4	Other Fliers.....	25
5	SCORING SYSTEMS.....	26
5.1	Scoring Method.....	26
5.1.1	Pilot Scores.....	26
5.1.2	Automatic Measuring device.....	26
5.1.3	Individual Scores.....	26
5.1.4	Team Scores.....	26
5.1.4.1	Small Teams.....	26
5.1.5	Tied Scores.....	26
5.1.5.1	Teams:.....	26
5.1.5.2	Individuals:.....	26
5.1.6	Validation of Scores.....	26
5.2	Competitions with a cut.....	27
6	CHECK LISTS FOR CHAMPIONSHIP ORGANISERS.....	28
6.1	Preparation.....	28
6.2	Flying sites.....	28

6.3	Headquarters .....	29
6.4	Local regulations and reports .....	29
6.5	Forms and briefing notes .....	29
7	SANCTION FEES.....	30
7.1	First category events .....	30
7.1.1	Amount of Fees .....	30
7.1.2	New Events.....	30
7.1.3	Method and Timing of Payment .....	30
7.2	Second category events.....	30
7.3	Payment of fees .....	30
8	SITE AND EQUIPMENT REQUIREMENTS .....	31
8.1	The Target .....	31
8.1.1	Location .....	31
8.1.2	Measuring Device.....	31
8.2	The Measuring field .....	31
8.2.1	Size.....	31
8.2.2	Construction .....	31
8.2.3	Limitations on Access .....	31
8.3	Wind Direction Indication .....	31
8.4	Wind Speed Recorder.....	31
9	SAMPLE LOCAL REGULATIONS .....	32
9.1	Purpose.....	33
9.2	Programme.....	33
9.3	Officials.....	33
9.4	Local regulations .....	33
10	CHAMPIONSHIP ENTRY FORM EXAMPLE .....	35
Annex B	to Sample Entry Form .....	38
11	GUIDELINES FOR ASSISTANCE TO A PILOT IN DANGER.....	39
11.1	Rescue actions in competition .....	39
11.1.1	The objective: .....	39
11.1.2	Organization duties:.....	39
11.1.3	Obligations of the injured pilot.....	39
11.1.4	Obligations of pilots who witness an accident.....	39
11.1.5	Waiting for the organization decision and then.....	39
11.1.6	If radio contact with the organization is impossible .....	39
11.1.7	Further information to give to organization on reaching the injured pilot .....	39
11.1.8	Protect & rescue the injured pilot .....	40
11.1.9	Once discovered.....	40
12	PARTICIPANT INCIDENT POLICY .....	41
12.1	Procedure .....	41
12.2	Lesser offences .....	41
12.3	Serious offences .....	41
12.3.1	Punishment .....	41
13	PARAGLIDER LINE STRENGTH DOCUMENTATION REQUIREMENTS .....	42
13.1	Paraglider Line Strength Certificate.....	42
14	Judging.....	44
14.1	Judging code.....	44
14.2	Judging team.....	44
14.2.1	Composition .....	44
14.2.2	Chief and Event Judge .....	44
14.2.3	Duties of Fichet Judge Team.....	44
14.2.4	Front and Back Judge.....	44
14.2.4.1	Signals.....	44
14.2.4.2	Failure to Agree.....	45
14.2.5	The Recorder .....	45
14.2.6	The Wind Speed Monitor.....	45
14.2.7	The Event Judge .....	45
14.2.8	Chief Judge.....	45
15	ADVICE ON PREPARING A PROTEST.....	46
15.1	Hierarchy of Rules .....	46
15.2	Procedure .....	46
15.3	Jury Action .....	46

**INDEX**

Abusive behaviour.....	41	Flight performance-definition .....	11
Acceptance check.....	18	Forms.....	29
Aeronautical charts.....	14	Free flight-definition .....	11
Airfields .....	16	Free-flyers .....	25
Airspace .....	16, 28	General Section .....	3, 10, 13
Airworthiness .....	18, 19	Glider transport .....	14
Airworthiness affidavit.....	36	GPS co-ordinates .....	39
Alteration to rules .....	15	Guest pilots.....	28
Approval of NAC .....	23	Gyro instruments.....	19
Assistance to a pilot .....	39	Hang gliders .....	10
Assisting injured pilot.....	22	Hang gliders and other equipment .....	17
Ballast .....	20	Headquarters .....	28, 29
Behaviour of participants .....	41	Helmet and parachute .....	19
Briefings .....	18	Injured pilot .....	39
Ceremonies .....	16	Insurance .....	18, 28, 34, 36
Championship duration.....	13	International Participation .....	23
Championships .....	10, 13, 33, 35	Judge-.....	31, 44
CIVL Bureau .....	15, 41	Judge- Chief .....	45
Class 1.....	10	Judging code - PLA .....	44
Class 2.....	10	Judging team .....	44
Class 3.....	11	Jury .....	14, 15, 16, 29, 33, 41
Class 4.....	11	Jury President.....	15, 16
Class 5.....	11	Landing .....	12
Cloud flying.....	19	Landing place .....	12
Collision avoidance .....	19	Language of rules .....	23
Competition Director.....	15, 16, 31, 34, 41	Launch order .....	20
Competition entry .....	15	Local regulations .....	13, 14, 17, 22, 29, 32, 33
Competition Organisers .....	28	Local regulations preparation and Reports.....	29
Competitions run as a single group, with a Cut .....	27	Measuring field.....	31
Complaints and protests .....	24	Medals & diplomas .....	14
Compliance with the law .....	19	Meteorology .....	28
Contest numbers.....	14, 18	Minimum participation in category 1 competition.....	13
Control point .....	12	NAC .....	15, 17, 36
Controlled airspace .....	22	Notice boards.....	29
Crossing the finish line.....	12	Notice of events .....	23
Damage to a competing glider.....	19	Number of Pilots .....	23
Dangerous flying conduct .....	19	Offence .....	18
Departure point .....	11	Official clock .....	29
Deputy Director.....	33	Official practice period .....	13, 14
Disabled pilots .....	11	Organisers responsibilities .....	14
Distance .....	28	Outlandings .....	22
DNF .....	22	Overall results.....	22
Drugs .....	19	Packed lunches.....	14
DSQ.....	22	Paraglider.....	17, 42
Emergency medical provisions .....	16	Paraglider certification .....	17
Entry Fee.....	28	Paraglider Line Strength Certificate.....	42
Entry fees to FAI .....	30	Paraglider micro-lines .....	42
Entry list .....	15, 16	Performance enhancing drugs .....	19
Extension of flying .....	14	Physical abuse.....	41
Facilities .....	28	Pilot - removal from event .....	17
FAI authority .....	23	Pilot in danger .....	39
FAI bank account details.....	30	Pilot qualifications .....	17
FAI calendar .....	23	PLA .....	17, 25
Failed Take-off.....	21	Point of Release.....	11
Finish line .....	12	Position check point .....	12
Finish of flight - definitions.....	12	Power source.....	11
Finish point .....	12	Pre flight check .....	19
Finish Sectors .....	12	Pre-flyers .....	15, 25
Finish time.....	12	Preliminary bid .....	13
First category events .....	13	Preparing a bid to organise a championship.....	28
Fitness .....	19	Proficiency badges .....	23
Flight- definition.....	11	Protest fee.....	14

Protest, advice on preparing.....	46	Start list.....	20
Protests .....	15	Start marshals .....	28
Prototype .....	17, 18, 42	Start of flight .....	11
Prototype certification.....	17	Steward .....	15, 16
Public liability risk .....	36	Stewards .....	16
Publication of competition preparations .....	16	Take-off .....	11
Punishment .....	41	Take-off order.....	29
Radios .....	20, 28, 34	Target .....	31
Registration .....	18, 33, 36	Target landing .....	12
Regulations .....	13	Task flying area .....	28
Representation .....	23	Task validation .....	14
Rescue .....	28, 39	Team leader.....	17, 18, 33, 34, 35, 36, 41
Rest day .....	20	Team Leaders .....	15
Results.....	15	Team Leaders meetings .....	19
Retrieves.....	14	Test flying .....	20
Rounding the turn point .....	11	Testing body.....	18, 42
Rules for Category 2 events .....	23	Time and distance rounding .....	22
Safety .....	15	Time limit for a protest.....	14
Safety Committee .....	15	Turn or control points .....	12
Sanction Application .....	23	Turn points .....	11
Sanction fee- first category event .....	30	Turnpoint - sector .....	12
Sanction fee- negotiable.....	30	Uncompleted flight- definition.....	11
Sanction fee- second category event .....	30	Unsporting behaviour.....	22
Score rounding .....	22	Waiver of liability.....	36
Score sheet labelling.....	22	Wheels.....	11
Scoring systems.....	26, 34	Wind direction indication .....	31
Serial number .....	18, 43	Wind dummies.....	25
Serious offences .....	41	Wind speed recorder.....	31
Sporting Code .....	3, 10, 13	Winner .....	14
Sporting licence.....	17	Women .....	17
Standard of airworthiness.....	17	World Air Games .....	13
Start line- definition .....	11	World or continental .....	13

# 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:

- A. Hang Gliding (Classes 1, 2, 4 & 5, including short course speed events and aerobatics)
- B. Paragliding (Class 3 excluding Paragliding Accuracy but including aerobatics)
- C. Paragliding Accuracy
- D. 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.

## 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

### 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 13.

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.

### 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 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 Flight Definitions

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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 (1.6.5.1) and ending with the landing (1.6.10.1).

### 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 any member of the crew 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 Start of a flight

#### 1.6.5.1 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.

#### 1.6.5.2 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.

#### 1.6.5.3 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.

#### 1.6.5.4 Point of Release.

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

#### 1.6.5.5 Start line:

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

### 1.6.6 Turnpoint

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

#### 1.6.6.1 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.

#### 1.6.6.2 Turnpoints Sectors

A turnpoint cylinder may be specified by GPS coordinates and radius. The record distance will be the minimum distance it is possible to fly by entering the specified sectors.

#### 1.6.7 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.

#### 1.6.8 Designated sequence

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

#### 1.6.9 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.

#### 1.6.10 Finish of flight

##### 1.6.10.1 The Landing

The point and/or time at which any part of the paraglider or its crew first touches the ground..

##### 1.6.10.2 Landing place:

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

##### 1.6.10.3 Finish point:

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

##### 1.6.10.4 Finish line:

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

##### 1.6.10.5 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.

##### 1.6.10.6 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.

##### 1.6.10.7 Finish time:

The time at which the glider crosses the finish line.

##### 1.6.10.8 Target landing:

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

##### 1.6.10.9 Another method

Another method as described in this manual.

## **2 CIVL RECOGNISED 1<sup>ST</sup> 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, 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 in each class, and to reinforce friendship among pilots of all nations.

### **2.3 Authority and bids**

#### **2.3.1 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.

#### **2.3.2 Preliminary Bids**

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

#### **2.3.3 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.

#### **2.3.4 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 report on any organisational or site modifications required.

#### **2.3.5 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.

### **2.4 General organization**

#### **2.4.1 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 15).

#### **2.4.2 Title of World or Continental Champion.**

The following criteria must be met before the title of World or Continental Champion is awarded.

#### **2.4.3 The total period**

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

#### **2.4.4 Minimum Representation**

In each Class, 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.

#### **2.4.5 Official practice period**

There shall be at least one practice round made before the competition, if weather permits.

#### **2.4.6 Headquarters**

The competition headquarters and all pilot information packs must be prepared before registration is scheduled to commence.

### **2.4.7 Number of rounds**

There shall be a maximum of twelve (12) full rounds completed within the time available. A minimum of three (3) valid rounds must be completed to validate a championship.

### **2.4.8 Extension of flying**

If there is to be a cut in the number of competitors during the event, refer to chapter 5.2. In the event of continued bad weather a round may be flown or completed on the day reserved for the prize-giving, in order to validate the championship, but the total championship period may not be extended.

### **2.4.9 Round Validity**

To count as a championship round all competitors shall have been given the opportunity to have at least one competition flight in that round. The results obtained in any round will count towards individual and team scores only when a round has been completed (i.e. when all of the competitors have received a score or a penalty). In the event of a break in the competition in the middle of a round, the competition will be resumed from where it left off.

### **2.4.10 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, whichever is the greater.

#### **2.4.10.1 Video Evidence**

The Jury may choose to accept video evidence as an aid to decision making. Such acceptance shall not create a precedent for subsequent protests.

### **2.4.11 The Organisers**

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

### **2.4.12 The winner**

Shall be the pilot gaining the lowest aggregate score. The Team winner shall be the team as defined in the appropriate scoring rules gaining the lowest aggregate score in the championship.

### **2.4.13 The FAI Gold, Silver and Bronze medals**

Shall be awarded to the pilots placed first, second and third in each class, with FAI Diplomas for those placed fourth 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.

## **2.5 Local regulations**

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### **2.5.1 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. CIVL should involve all stewards who will be working at an event in the approval process for the Local Regulations. 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.

The entry application forms together with the approved local regulations and other information useful to competitors shall be sent out from FAI to all FAI members 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.

### **2.5.2 Failure to follow the time schedule**

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

### **2.5.3 Once competition flying has started**

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 Responsibilities of the organiser and the director**

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### **2.6.1 The NAC**

The NAC Organising 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.

### **2.6.2 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.

#### **2.6.2.1 Pilot Entry**

The Competition Organiser must follow 2.11 Pilot Qualifications with regard to pilot entry criteria.

#### **2.6.2.2 International jury and stewards**

The Competition Organiser is responsible for travel, accommodation, meals and refreshments for the international jury and steward(s). The minimum standards 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.
- 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.

### **2.6.3 Safety Committee**

A Safety Committee must be formed. The Safety Committee's duty is to monitor the flying operations and report to the Competition Director when conditions become unsafe either on launch or on course.

The Competition Director is responsible 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.

### **2.6.4 Pre-flyers**

Experienced pre-flyers must be available. Further details are in chapter 4

### **2.6.5 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.

### **2.6.6 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.

## **2.7 Programme and facilities**

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### **2.7.1 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

### **2.7.2 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.

## **2.8 Stewards and Jury**

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### **2.8.1 Powers and description**

These are detailed in the General Section

### **2.8.2 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 are 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 if possible, be able to speak the language of the organisers. They should have extensive experience of international hang gliding, paragliding or other FAI competitions and at least one steward should have experience of paragliding landing accuracy. A minimum of one steward shall be present at each site during competition operations.

### **2.8.3 The International Jury**

#### **2.8.3.1 Nominated Jury**

The 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.

#### **2.8.3.2 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.

### **2.8.4 Authority to Stop Event**

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

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## **2.9 National entry**

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### **2.9.1 The organisers**

Shall state in the Local Regulations the maximum number of competitors, which may be entered by a NAC, the maximum number of each sex a NAC may enter and the maximum number of pilots constituting a national team. After the start of the first round no change of pilot may be made.

### **2.9.2 Women**

Where there is no separate championship for women, the team size is  $X + 2$ .

### **2.9.3 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.

### **2.9.4 The team leader**

May be a competitor or crew but preferably should be additional to them. If a national team has pilots flying from more than one site, the Team Leader may nominate a deputy for such sites.

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## **2.10 Team leader responsibilities**

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### **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 Accidents**

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. Each team leader should also be familiar with the FAI document Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sport Events, which is available from the FAI website.

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## **2.11 Pilot qualifications**

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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; this should be equivalent to IPPI 4 standard.
- 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.

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## **2.12 Paragliders and associated equipment**

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### **2.12.1 Paragliders and other equipment**

All aircraft and ancillary equipment which is provided by the competitors must be of a performance and standard suitable for the event.

### **2.12.2 Competing gliders**

#### **2.12.2.1 Class**

Each shall be a Class 3 hang glider (i.e. a paraglider).

#### **2.12.2.2 Airworthiness**

Each glider shall be of sufficient performance and standard of airworthiness to meet the demands of international championships. This could be demonstrated by a valid certificate or statement of airworthiness provided by the NAC entering the glider which 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 chapter 13 "Paragliding Line Certificate". The organisers have the right to refuse any glider not of acceptable standard or configuration. In Paragliding Accuracy CIVL may approve an alternative form of document for a specific championship.

### 2.12.2.3 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 requirements in 2.12.2.4.

### 2.12.2.4 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 chapter 13.1 "Paragliding line Certificate"
- A manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.

### 2.12.3 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 2.18.4. Damage to a glider).

### 2.12.4 Acceptance check.

All hang gliders 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 hang glider may be made (see 2.18.4.).

### 2.12.5 Airworthiness checks.

At any time during the championships the organisers have the right to inspect any competing glider and, if necessary, ground it for safety reasons.

### 2.12.6 Footwear

Must be suitable for a safe landing in all valid wind conditions, heel and the tip of competitors' shoes should be made of a material and shaped in a way that it cannot damage an automatic measuring device.

## 2.13 Insurance

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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.

## 2.14 Contest numbers

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The organisers shall allocate numbers or letters to each competing glider, which shall normally be placed under the centre of the wing, top towards the leading edge. The method to be used for marking wings shall be specified in the Local Regulations. Helmet numbers are also required and all pilots are required to display their contest numbers prominently on their helmets.

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.

## 2.15 Registration and scrutineering

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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 first competition flight of the first round on the first scheduled competition day no change of pilot or glider may be made except as specified under the conditions of 2.18.4 (Damage to a competing glider).

## 2.16 Briefing

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The Director shall hold a briefing for team leaders and/or competitors at the start of each competition day, at which full meteorological and operational information shall be given. 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.

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## **2.17 Team leaders' meetings**

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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.

## **2.18 Operational regulations**

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### **2.18.1 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.

### **2.18.2 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.

### **2.18.3 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.

### **2.18.4 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 performance.

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## **2.19 Flight safety**

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### **2.19.1 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.

### **2.19.2 Helmet and parachute**

A helmet is compulsory. Pilots must carry a serviceable rescue parachute except when otherwise specified in the Local Regulations. Further safety requirements may be detailed in the local regulations.

### **2.19.3 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.

### **2.19.4 Drugs**

Performance enhancing drugs are prohibited. "Refer to General Section 3.11.2"

### **2.19.5 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. Also see 2.24.3 (pilot separation).

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

### **2.19.6 Cloud flying**

Cloud flying is prohibited and gliders may not carry gyroscopic instruments or other equipment permitting flight without visual reference to the ground. The organisers may include special instruments by type or name under this prohibition. Failure to keep clear of cloud may result in penalties to the pilot concerned including disqualification from the event.

### **2.19.7 Suspension, cancellation or stopping of a round**

The Competition director may suspend the launch if conditions become unsuitable, for safety reasons.

### **2.19.8 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.

## **2.20 Test Flying**

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No competitor may take-off during a competition day from the competition site without the permission of the Director. This may be given for test flying; however, if the task for that class has started the pilot must land after the test flight and make a competition take-off on the task.

## **2.21 External Aid to Competitors**

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The following limitations are so that, as far as possible, the contest shall be between individual competitors, neither helped nor controlled by external aids.

### **2.21.1 Radio**

Teams are allowed to have one radio transmitter for each competing pilot and one for the team leader. Radio transmitters are allowed for reasons of safety and for communication between the team leader and his pilots. Radios are not to be used for the purpose of providing advantageous competitive information, e.g. weather conditions at the target. Radios or other communication devices are not to be used during competition flights, unless otherwise allowed in Local Regulations, other than for emergencies at which point the competition flight is deemed to have been aborted. Permitted safety frequencies shall be specified in the Local Regulations. The above does not apply to emergency location transmitters (ELTs), which are incapable of voice transmission.

## **2.22 Rest Days**

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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 Start of a Round**

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The organisers may use any of the following start 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.

### **2.23.1 Launch Intervals.**

Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The launch interval will be a minimum of 1.5 minutes between pilots..

### **2.23.2 Start list**

Pilot's take-off in a scheduled order Teams will be drawn at random to determine flying order. Each nation's team members will be allocated a number 1, 2, 3, 4, 5.....in accordance with the information stated in the entry form. Based upon the teams' flying order, determined by the draw, each pilot will be allocated a flight order/contest number such that: all the number 1s from each team fly first, followed by number 2s, 3s etc.

#### **2.23.2.1 Final Round**

When the final round of the competition is called, pilots should launch in reverse order of their current competition position. Launch order systems will be specified in the Local Regulations.

### **2.23.3 Ordered Launch**

Pilot's take-off in a scheduled order, which is determined by the Competition Director using the method approved by CIVL in the local regulations. When there are no pilots willing to launch, the Competition Director may allow pilots outside their launch order to move to the front of the launch queue.

### **2.23.4 Other start system proposal**

A new proposal by an organiser. A proposed, new start system may be used, provided that 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.

## **2.24 Flying the Round**

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A set course shall be flown in the direction specified at briefing.

**2.24.1 Failed take-off**

In the event of a failed take-off or safety problem immediately after take-off which results in a landing at take-off or away from the target the pilot will be eligible for a re-launch for that round.

**2.24.1.1 Inability to Launch**

At the Launch Marshal's or Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he appears unable to launch safely in wind and weather conditions that fall within the operating limits.

**2.24.2 Take off**

Competitors must fly in the published flying order according to their contest numbers, unless they have prior permission from the Launch Marshal.

- Competitors not ready to fly in the established flying order when called forward by the Launch Marshal or those who launch without the Launch Marshal's permission, will be liable to a maximum score penalty in lieu of their score for that round.
- Take off / launching time sequence depends on local conditions and wings' performance levels.

**2.24.3 Pilot separation**

Pilots flying have to separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed and may lead to maximum score penalty; it may be regarded as dangerous flying conduct (2.19.1).

**2.24.4 Signalling reference**

The official signal for pilots in the air to fly away from the target for safety reasons is that a person or persons at the Measuring Field will clearly wave a red signal flag.

**2.24.5 Definition of Final Approach**

The Competitor is deemed to have started the final approach when, having turned to face the target, the event judge considers that the competitor has made his final commitment to making an approach to the target and is not expecting to have to make any significant changes of direction. Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.

**2.24.6 Re-launches**

A competitor may only request a re-launch following the disputed flight by applying to the Event Judge at the target before signing for his score. The competitor must register his request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges). At the time a re-launch is awarded the competitors score for the disputed flight will be cancelled. Re-launches shall take place at the end of the full round in which they were awarded, at the discretion of the Meet Director, during that round or the subsequent round. If a relaunch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot.

A re-launch may be awarded only for the following reasons:

- The wind speed exceeds the specified limit during the time of 30 seconds before the competitor touches the landing point. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.
- The target is obscured during a competitor's final approach and the pilot does not attempt to land on the target. The competitor may indicate (point or call out) the obstruction as he lands.
- The judges are unable to agree an accurate score for any reason (see 5.1.2).
- The competitor changes his flight plans for safety reasons to avoid another competitor in the air, and does not then attempt to land on the target.
- If there is any significant external distraction which demonstrably affects the competitor's target approach.
- At judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight) which is not a result of the pilot's poor pre-flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a reasonable final approach. A re-launch may be authorised provided that the pilot does not attempt to fly at the target.

**2.24.7 Wind Speed Limitations**

The maximum permitted wind speed for the purposes of competition scoring is 7.0 m per second. If it is deemed likely that the wind speed will exceed 7.0 m per second during a competition flight, the competition will be halted until the wind has eased sufficiently. The upper winds, which are not measurable, are not taken into consideration.

**2.24.8 Target Obstruction**

The competitor will be entitled to unobstructed visibility of the target during the final approach.

## **2.25 Out landings**

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A pilot landing outside the target area must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a re-flight.

## **2.26 Flight boundaries**

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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.

## **2.27 Scoring**

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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. Refer to Chapter 4 for detail of the scoring method.

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

### **2.27.1 Recording of Scores**

A pilot who did not fly is indicated DNF on the score sheet. A pilot who is disqualified will be indicated DSQ on the score sheet. A pilot who withdraws for illness or accident or is disqualified from the competition shall no longer be counted in the group or class for the purposes of scoring.

### **2.27.2 Assisting injured pilots**

A competitor who lands specifically to help an injured pilot must not be disadvantaged by this action. However, awarding a reflight is at the discretion of the Director who is required to take all the circumstances into consideration before awarding this. For guidelines to procedures concerning pilots in danger, see chapter 18, Guidelines for Assistance to a Pilot in Danger.

### **2.27.3 Score sheets**

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

## **2.28 Unsporting behaviour**

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Unsporting behaviour should be dealt with according to chapter 12, Participant Incident Policy, and General Section 5.2.

## **3 CIVL RECOGNISED 2<sup>ND</sup> CATEGORY EVENTS**

### **3.1 General Rules**

#### **3.1.1 Conflict**

The rules for Second Category events shall be based as far as possible on those for First Category events and shall not conflict with them in principle.

#### **3.1.2 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.

#### **3.1.3 FAI Authority**

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

#### **3.1.4 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 2<sup>nd</sup> category events.

#### **3.1.5 Representation**

In Second Category events a competitor must hold a current FAI Sporting Licence and represents the NAC that issued the licence, unless he belongs to an international team. Such international teams should not be given the names of FAI member nations.

### **3.2 Requirements**

#### **3.2.1 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.

#### **3.2.2 Notice of Event**

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

#### **3.2.3 Application for Sanctioning**

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

- A completed application form (available from the CIVL website) to the CIVL PR Co-ordinator.
- The sanction fee 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.

#### **3.2.4 International Participation**

In order to be recognised as a Category 2 event a minimum of 25% of the maximum places (with a minimum of 20) must be available to pilots from nations other than that of the organiser. The organiser should encourage international participation and should aim to attract pilots from at least two other countries.

### **3.3 Validation**

#### **3.3.1 Minimum Numbers**

The minimum number of competitors required to validate a Second Category event shall be stated in the regulations for that event and shall not be less than 15.

#### **3.3.2 Maximum Numbers**

The maximum number of competitors shall not be more than that permitted for a Category 1 event i.e. 150 pilots.

#### **3.3.3 Minimum rounds**

The minimum number of rounds required to validate a Second Category event shall be stated in the local regulations for that event and shall not be less than 2.

#### **3.3.4 Maximum rounds**

The maximum number of rounds shall not be more than that permitted for a Category 1 event, ie. 12.

### **3.4 World Pilot Ranking Scheme**

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Performance in Category 2 events shall qualify for ranking points in the WPRS under the rules currently published for that scheme.

### **3.5 Complaints, Protests and Appeals**

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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.

### **3.6 Safety**

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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 not 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.

## **4 PRE-FLIERS (WIND DUMMIES)**

### **4.1 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 flying conditions.

### **4.2 Timing of Flights**

They must be used at the start of each competition day and after significant periods of stand down. This period will be defined in the Local Regulations..

To give the Competition Director the information he needs, the pre-flyers must fly when and where he wants them and they must attempt to land at the target, because their performance will provide the competing pilots with information on weather conditions.

### **4.3 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 and given that status. It should be recognised that it is an honour to be chosen as a wind dummy and good ones are valuable at assisting both organisers and pilots in task decisions.

### **4.4 Other Fliers**

Free fliers 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 make a target approach.

## 5 SCORING 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.

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.

### 5.1 Scoring Method

#### 5.1.1 Pilot Scores

Competitors will be scored on the distance in metres and centimetres between the landing point (i.e. the first point of ground contact) and the edge of the dead centre disc. The score shall be 0.00 m, if the landing point is at the dead centre disc.

- If the competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius.
- Landing has to be made on the feet. If a competitor falls at landing, he will receive a maximum score. A fall means if any part of the body or equipment (excluding speed system, stirrup or tow yoke) touches the ground before the wing does.
- If a competitor lands with both feet together or lands in such a manner that the foot's first point of contact cannot be defined (heel, tip...), then the furthest point of the footprint is measured.

#### 5.1.2 Automatic Measuring device

Scores up to minimum 15 cm are measured by the automatic measuring device. A certain pressure must be applied by the competitor to the automatic measuring device to make it record the score. If an automatic measuring device is found to be defective or not reset and the first point of ground contact has been on it, judges may measure that pilot's score manually provided they are able to do so with consistency and certainty.

#### 5.1.3 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by that competitor. When five (5) or more valid rounds are completed, the worst one (1) individual score is dropped.

#### 5.1.4 Team Scores

The Nation's team score for each round will be calculated as the aggregate score of the best X pilots in the Nation's team (where X is the team size specified in the Local Regulations). There is no dropping of the worst score at team scoring. The aggregate of the individual scores of the best X pilots of the team for each round count toward the team score.

##### 5.1.4.1 Small Teams

If any Nation has less than five the number of competitors specified in the local regulations for team size, then a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor (e.g. for a team size of 5, if there are only three competitors then the Nation's score for that round will be the aggregate of the three scores achieved by the competitors plus two maximum scores).

#### 5.1.5 Tied Scores

##### 5.1.5.1 Teams:

In the event of any tie between first three teams at the end of regular competition, all members of each of those teams will have an additional flight, if circumstances permit, and the Nation's team score will be calculated (5.1.4). If any teams are still tied, this will be repeated as required until the tie is broken. In the case of insufficient time, as determined by the Chief Judge, the fly off will be between one nominated member from each team.

##### 5.1.5.2 Individuals:

In the event of any tie between the first three individuals both (or all) will have an additional tie-breaker flight.

#### 5.1.6 Validation of Scores

As soon as is practical after the end of a round the recorder will post the scores from the round (with the posting date and time clearly identified) on the main briefing board labelled PROVISIONAL. Any protest with the scores must be lodged within 3 hours of the scores being posted. At the end of the 3 hours from posting the scores the round will be declared as OFFICIAL.

## **5.2 Competitions with a cut**

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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 rounds 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

## 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/](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.
- Rescue/Medical Services. Doctor, first aid and helicopter availability including response times. Any vaccinations recommended for competitors.
- Event Headquarters. Suitability, location, communication equipment.
- Director and key officials. Qualifications, languages, availability.
- 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. If a website is the main means of disseminating information about the championship this must be complete with all relevant information at least 60 days before the closing date for entries.
- Compliance with FAI Code on the Environment (see FAI website)

### 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, toilets, telephone and Windsock.

**b/ Tow sites.** Field large enough in all wind directions, facilities, noise.

- Target area. Flatness of terrain, approach hazards. Facilities for judging team, pilots & officials. Spectator area.
- Parking and pilot transport to launch.
- 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.
- 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.)
- Launch communications. Each launch marshal to have a radio where more than one launch is used.
- See also Chapters 8 & 14.

## 6.3 Headquarters

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- 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/photo dark room
- Jury/meeting room
- Store room
- Sales point/press room.
- Communications Telephones, fax, word processors, typewriters, copiers
- Office furniture. Enough for efficient working.
- 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 10.
- It is highly desirable that one or more computers linked to the internet are provided for pilot use.

## 6.4 Local regulations and reports

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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.

## 6.5 Forms and briefing notes

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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
- Request in local language to help or telephone for pilot, if necessary
- 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.
- 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 5 Swiss Francs 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: Swiss Francs 8,000

Continental Championships: Swiss Francs 5,000

#### 7.1.2 New Events

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

#### 7.1.3 Method and Timing of Payment

Deposit payable when presenting bid (all first-category events): Swiss Francs 1000.00, refundable if the bid fails. The top 3 nations in the WPRS at the time the Local Regulations are approved by CIVL shall pay their entry fees direct to the FAI and that 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.

The 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 films, lift-passes, etc., but exclusive of accommodation). The fee is payable in Swiss Francs. 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.

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: 0425-457968-31(Swiss Francs)  
                         or      0425-457968-32-1 (US Dollar)  
                         or      0425-457968-32 (Euro)  
SWIFT Code: CRES CHZZ 10A

## **8 SITE AND EQUIPMENT REQUIREMENTS**

### **8.1 The Target**

#### **8.1.1 Location**

The location of the target must allow landing from any direction. Positioning of the target will be at the discretion of the Competition Director (who could be advised by CIVL Steward). The target may be relocated between rounds, but not while a round is in progress.

(Guideline for target setting: - hill launch: a ratio between projected distance and height difference (take off area - target) shall be at a maximum glide ratio of 5:1; the minimum height difference is to be 200 m.)

#### **8.1.2 Measuring Device**

The centre of the target must be an automatic measuring device with a dead centre disc of 3 cm in diameter in a contrasting colour, preferably yellow on a black background. The automatic measuring device must be capable of measuring to a minimum distance of 15 cm in increments of not more than 1 cm. The device must be set on a solid base plate. It must be fixed and kept as flat as possible at the level of the measuring field.

### **8.2 The Measuring field**

The Measuring Field shall be a flat area where competitor's scores are measured. It is represented by a clearly marked circle with the automatic measuring device in the centre. Clearly marked circles must be set at 0.5 m, 2.5 m, 5 m and 10 m radius, centred around the dead centre.

#### **8.2.1 Size**

The minimum radius of the Measuring Field shall be 5 meters.

#### **8.2.2 Construction**

The Measuring Field should be of such material (grass, sand, carpet etc) that allows judges to define a pilot's first ground touch (Landing point; GS, A12.5). The Measuring Field has to be at the level of the field where it is located.

#### **8.2.3 Limitations on Access**

The Chief Judge or Event Judge will determine the area around the measuring field that will be restricted to Duty Competition Officials only (this shall be a minimum 10 m radius from the target). The border of the area shall be marked.

### **8.3 Wind Direction Indication**

A high visibility windsock and wind direction indicator will be located in the vicinity of the target area and located a minimum of 5 m above ground level.

### **8.4 Wind Speed Recorder**

The wind will be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m above ground level. . In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of mechanical instrumentation, which is located at a minimum of 2 meters above ground level for the completion of the competition.

**9 SAMPLE LOCAL REGULATIONS**

**LOCAL REGULATIONS FOR**

(Continent e.g.EUROPEAN or WORLD) PARAGLIDING ACCURACY 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

These local regulations are to be used in conjunction with General Section and Section 7 of the FAI Sporting Code. Reference numbers for Section 7 used in this text should be crosschecked with the latest edition of Section 7.

Full title of the championships

Location and country

Dates, including practice period, registration and opening ceremony.

Logo of FAI and of championships

Organised by the ..... Aero Club on behalf of the Fédération Aéronautique Internationale

Address to which any correspondence should be sent in advance of the event, and address of organising National Aero Club.

### 9.1 Purpose

The purpose of the championships is to provide good and satisfying contest flying in order to determine the champion in each Class and to reinforce friendship amongst pilots and nations. (Section 7; 5.2)

### 9.2 Programme

Training, hang glider inspection, registration ..... to .....  
 Opening Ceremony .....  
 First Competition Briefing .....  
 Contest Flying Days .....  
 Closing Ceremony, Prize giving (Reserve day or not) .....

### 9.3 Officials

Director .....  
 Deputy Director .....  
 Key officials .....  
 Meteorologist .....  
 International Jury :           President .....  
   Members .....

Stewards .....  
 .....  
 .....  
 (Give nationality of Jury and Stewards).

### 9.4 Local regulations

1	ENTRY	Section 7 References
1.1	The Championships are open to all Member and Associated Member countries of FAI who may enter any number of hang gliders not exceeding -----of one sex and ----- of the other sex in Class ---- (If more than one class are run indicate for each class the team size. (or as specified in the relevant annex) Entries must be made on the official Entry Form, which must include the entry fee, what is included and the closing date.	5.9.1.
1.2	Applications, with fees paid, not received by the entry deadline may be refused.	
1.3	The following NACs will pay their entry fee directly to CIVL/FAI account:	11.1
<b>2.</b>	<b>GENERAL COMPETITION RULES</b>	
2.1	REGISTRATION. On arrival the team leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The end of the official Registration period is considered to be the official start of the championship. The following are required:	5.17

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	<b>REST DAYS.</b> The policy on rest days shall be declared before the first competition day.	5.25
4	<b>COMPLAINTS AND PROTESTS.</b> 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.	5.4.5
<b>5</b>	<b>TAKE-OFF METHODS</b>	
5.1	Foot Launch from hill site. Give information on : Site names, locations, height of take-off, layout and area of grid, etc.	
5.2	Tow. Give information on : Airfield name, location, size and layout of take-off area Number of tugs which will be available Tow rope length, weak link strength Aero tow release height, tug flight patterns and drop zones Requirements for base bar wheels and trolleys	
6	<b>RADIO TRANSCEIVERS.</b> (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)	5.23.2
7	<b>RETAKE-OFF</b> 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.	5.27.2 5.29.1
8	<b>TASK PERIOD.</b> 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.....	5.28
<b>9</b>	<b>SCORING.</b>	
9.1	[Insert Scoring system approved by CIVL when making a bid including method for normalising group scores (if needed).	5.32, 5.33
9.2	Team Scoring. State approved team score procedure	5.33, 23.5, 24.9.6
9.3	For scoring purpose, guest pilots are / are not counted as competing pilots.	
9.4	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.	5.20.6

**10 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°	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 \_\_\_\_\_ with not more than \_\_\_\_\_ in any Class.

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:

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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 hang glider 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 A must be signed by the pilot and witnessed or the additional documentation specified in 2.12.2.4 produced for prototype gliders.

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

**Annex A to Sample Local Regulations**

**CERTIFIED GLIDER AFFIDAVIT**

I, the undersigned, declare that the Class \_\_\_\_\_ 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, HGMA or the BHPA). 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: \_\_\_\_\_

**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 ..... to .....200\_ "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 in .....courts 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: \_\_\_\_\_

## 11 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.

### 11.1 Rescue actions in competition

#### 11.1.1 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.

#### 11.1.2 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.

#### 11.1.3 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....

#### 11.1.4 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 ?

#### 11.1.5 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.

#### 11.1.6 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.

#### 11.1.7 Further information to give to organization on reaching the injured pilot

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

#### **11.1.8 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.

#### **11.1.9 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

## **12 PARTICIPANT INCIDENT POLICY**

This policy provides guidelines for censoring the conduct of competition participants with respect to their behaviour towards CIVL representatives 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.

### **12.1 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

### **12.2 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.

### **12.3 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.)

#### **12.3.1 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 or Technical Directors.

**13 PARAGLIDER LINE STRENGTH DOCUMENTATION REQUIREMENTS**

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 Section I (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.

**13.1 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.

## 14 JUDGING

This is a Judging code for judges at FAI 1st category Paragliding Landing Accuracy competitions,.

### 14.1 Judging code

All nominated Judges will be given a copy of this Judging Code, to which they must adhere. All Judges may have their appointment revoked by the Chief Judge if they fail to maintain the standards of this code, or are guilty of misdemeanours during the competition.

### 14.2 Judging team

A Judge is an official who is qualified to observe, mark and measure the performance of a competitor. Judges must have a character of high integrity and must be capable of making fair and unbiased decisions.

#### 14.2.1 Composition

The full Judging Team shall consist of the following:

- Chief Judge
- Event Judge
- Three Fichet Judges
- One back Judge
- One front Judge
- One Recorder
- One Wind Monitor

Besides the Chief Judge and the Event Judge, there will ideally be a total of seven members plus a minimum of two reserves to allow for rotation of duties and relief. The judging team can be from any nation but there must be at least two nations represented in the judging team at the target at any time.

#### 14.2.2 Chief and Event Judge

The Chief Judge at a Category 1 event shall be a qualified person appointed by the Championships organiser. The Chief Judge will be an experienced and current paragliding accuracy landing pilot. The Event Judge shall be a qualified person appointed by the Chief Judge

The Chief Judge or Event Judge will have responsibility for stopping the Competition if he is not satisfied with the safety aspects of a competitor's approach, wind limitations, or obstructions in consultation with or if requested by the Competition Director.

#### 14.2.3 Duties of Fichet Judge Team

The Fichet Judge team will consist of three members, positioned at 120 degrees to each other with one judge up wind and approximately on the wind line, within the measuring field.

- The Fichet judges will observe all contacts noting the first point of ground contact of the Competitor.
- If an automatic measuring device is found to be defective and the first point of ground contact has been on it, judges are to measure the score manually.
- If the first point of ground contact is off the automatic measuring device, but within measuring field, the fichet judges will mark and measure the perceived point of ground contact of the pilot.
- In the event that the judges consider that there was more than one simultaneous point of first contact, the farthest point of first contact will be measured.
- Once measured, one member only of the team, who has been nominated as caller, will call the score to the recorder. The score will be repeated back by the recorder.

#### 14.2.4 Front and Back Judge

Front and Back Judge form a two-member team, positioned upwind and downwind and outside the measuring field. They will move slightly left or right of centre if a Fichet Judge obscures their view. Their task is to observe the competitor's body position and ascertain whether the competitor's first point of ground contact is with the left, right or both feet. They will also establish if a competitor fell.

##### 14.2.4.1 Signals

The front and back judges will not signify their decisions orally but by the use of signals as follows:

Left or right leg - Left or right arm, as appropriate, fully extended at right angles to the body at shoulder height. The front Judge will not adjust to the left or the right of the Competitor and will use the arm of the side as it is observed.

Both feet - Both arms extended in front of the body, waist height, hands fully extended, held together palms downwards.

Fall - Left arm above the head.

No observations - Both arms fully extended down in front of the body, crossed at the wrists.

#### 14.2.4.2 Failure to Agree

If two of the judges of the group of judges at the target (Event Judge, three ficht judges, front and back judge) do not agree with the others on the first point of ground contact, a re-launch will automatically be awarded to the pilot in question.

#### 14.2.5 The Recorder

The Recorder will repeat and record on a official log sheet a Competitor's score, which is called by the ficht judge. The score shall be signed by the competitor.

The Recorder will record the start, finish and stand down times of the rounds on the log sheets.

#### 14.2.6 The Wind Speed Monitor

The Wind speed monitor is a person observing the wind speed in the period of 30 seconds before a landing by a competitor. If the wind exceeds the maximum value, he/she will record that on the official log sheet provided.

#### 14.2.7 The Event Judge

The Event Judge is the team leader of the judging team and is responsible for the smooth running of the target area. He/she will produce a roster of change of duties for short periods to one of the judges and may also take over any of the duties within the target area. He/she is also responsible for observing competitors' separation in the air and during final approach.

If the Event Judge considers that conditions are becoming dangerous, he/she has the authority to temporarily stop the competition after he has conferred with the Chief Judge and the Competition Director. If the Event Judge, Chief Judge and the Competition Director disagree on stopping the competition, the decision is reached by simple majority

#### 14.2.8 Chief Judge

The Chief Judge is responsible for the following

- Ensuring that correct judging standards are maintained by all members of the judging team.
- Assembling and briefing all judges prior to the commencement of the Competition.
- Ensuring that all required equipment is available and in working order.
- Attending all briefings of competitors and if necessary giving his/her own briefing to competitors.
- Ensuring that at any time at least two nations are represented in the judging team at the target.
- Keeping a record of the judges and their duties during the competition.
- Conferring with the Competition Director as soon as a request has been made to temporarily stop the competition.

The Chief Judge will not interfere with the running of the target area unless it is considered that the Event Judge is not in full or proper control. In certain circumstances, i.e. lack of a full judging team, the Chief Judge may stand in to take over the duties of the Event Judge as a temporary measure.

## 15    **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 1<sup>st</sup> Category championship. These notes are intended as a guide to team leaders or individuals preparing protests.

### **15.1    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.

### **15.2    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 protestor 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.

### **15.3    Jury Action**

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 the official notice board.

## **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**

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
Fichet	A peg used by Fichet Judges for marking the first point of landing of a pilot in Paragliding Accuracy competitions
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'.
Homologation	The validation of a Flight Performance by an NAC or FAI for record purposes
ICAO	International Civil Aviation Organisation (HQ in Montreal, Canada)
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 Airsport 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'
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
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