



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7C – Class O

Paragliding Accuracy

CLASS 3

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- 1 FAI Statutes, Chapter 1, para. 1.6
 - 2 FAI Sporting Code, Gen. Section, Chapter 4, para 4.1.2
 - 3 FAI Statutes, Chapter 1, para 1.8.1
 - 4 FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
 - 5 FAI By-Laws, Chapter 1, para 1.2.1
 - 6 FAI Statutes, Chapter 2, para 2.4.2.2.5
 - 7 FAI By-Laws, Chapter 1, paras 1.2.2 to 1.2.5
 - 8 FAI Statutes, Chapter 5, paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
 - 9 FAI Sporting Code, Gen. Section, Chapter 4, para 4.1.5
 - 10 FAI Sporting Code, Gen. Section, Chapter 2, para 2.2.
 - 11 FAI Statutes, Chapter 5, para 5.2.3.3.7
 - 12 FAI Statutes, Chapter 6, para 6.1.2.1.3

Editor's Note:

The FAI Sporting Code for Hang Gliding (hang gliders and paragliders) 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 (hang gliding and paragliding) 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.

Contents

1	INTRODUCTION AND FLIGHT DEFINITIONS.....	8
1.1	Flight Definitions	8
1.1.1	Launch/Take-off	8
1.1.2	A Flight	8
1.1.3	Free Flight.....	8
1.1.4	Turnpoint.....	8
1.1.5	Rounding the Turnpoint.....	8
1.1.6	Turnpoint Sectors.....	8
1.1.7	Designated sequence	8
1.1.8	Finish of flight.....	8
2	ENTRY AND REGISTRATION.....	10
2.1	Entry	10
2.2	Eligibility to Compete.....	10
2.2.1	Qualifications	10
2.3	National Entry & Allocation.....	10
2.3.1	National Entry	10
2.3.2	Allocation	10
2.3.3	Mixed Championships.....	10
2.3.4	Host Nation	11
2.4	Registration.....	11
3	ROUNDS	12
3.1	Take-off area	12
3.2	Start of a Round	12
3.2.1	Launch Intervals	12
3.2.2	Start List/Flying Order	12
3.2.3	Final Round	12
3.2.4	Maximising Flights.....	12
3.2.5	Round Validity	12
3.2.6	Other Start System Proposal.....	13
3.3	Flying the Round	13
3.3.1	Taking-off	13
3.3.2	Suspension or Stopping of a Round	13
3.3.3	Failed Take-off.....	13
3.3.4	Inability to Launch.....	13
3.3.5	Pilot Separation.....	13
3.4	Target Landing.....	13

3.4.1	Final Approach	13
3.4.2	Target Obstruction	14
3.4.3	Signalling Reference.....	14
3.4.4	Wind Speed Limitations	14
3.4.5	Out Landings	14
3.4.6	Flight Boundaries	14
3.5	Re-launches.....	14
3.5.1	Wind Speed	14
3.5.2	Target Obscured.....	14
3.5.3	Judges Disagree.....	14
3.5.4	Safety Reasons	14
3.5.5	Distraction.....	15
3.5.6	Judges' Discretion	15
3.6	Video Evidence.....	15
3.6.1	Amateur Video Evidence.....	15
3.6.2	Jury Decision	15
3.7	Rest day.....	15
4	TARGET.....	16
4.1	Location - Guideline for Hill Launch Setting.....	16
4.2	Location - Guideline for Tow/Winch Launch Setting	16
4.3	Automatic Measuring Device	16
4.4	The Target	16
4.4.1	Target Size	16
4.4.2	Construction.....	16
4.4.3	Limitations on Access.....	16
4.5	Wind Direction Indication	16
4.6	Wind Speed Recorder	17
4.7	Judging Code	17
5	SCORING.....	18
5.1	Competition Validity	18
5.2	Scoring.....	18
5.3	Recording of Scores.....	18
5.3.1	DNF, DSQ, Absent.....	18
5.3.2	Score Sheets	18
5.4	Scoring Method.....	18
5.4.1	Pilot Scores.....	18
5.4.2	Automatic Measuring Device	18
5.4.3	Individual Scores	18
5.4.4	Team Scores	19

5.4.5	Small Teams	19
5.4.6	Tied Scores	19
5.4.7	Validation of Scores	19
5.5	Assisting Injured Pilot.....	19
6	PENALTIES	20
6.1	Permitted Penalties.....	20
6.2	Application of Penalties	20
6.3	Specific Penalties.....	20
7	COMPLAINTS AND PROTESTS	21
7.1	Complaints	21
7.2	Protests	21
8	EQUIPMENT AIRWORTHINESS AND SAFETY STANDARDS	22
8.1	Paragliders.....	22
8.1.1	Classification	22
8.1.2	Airworthiness Standard.....	22
8.1.3	Proof of Airworthiness	22
8.1.4	Certified Gliders	22
8.1.5	Airworthiness Check	22
8.2	Radio	22
8.3	Other Equipment	22
8.3.1	Harnesses	22
8.3.2	Helmets	23
8.3.3	Reserve Parachute	23
8.3.4	Footwear	23
	APPENDIX I: LOCAL REGULATIONS TEMPLATE.....	24
	APPENDIX II: ENTRY FORM TEMPLATE.....	29
	APPENDIX III: CERTIFIED GLIDER STATEMENT	31
	APPENDIX IV: SAMPLE WAIVER FORM.....	32
9	Index.....	33

1 INTRODUCTION AND FLIGHT DEFINITIONS

Section 7C of the FAI Sporting Code is the subset of Section 7 (or “Common Section 7”) dedicated to Paragliding Accuracy Championships. This document must be read in conjunction with Section 7 and the General Section.

This document defines rules for 1st Category Events. For other 2nd Category Events, see Common Section 7-15.

The Judging Code is now published as a separate Annex to S7C.

1.1 *Flight Definitions*

These definitions take precedence over the ones given in the General Section. Additional definitions relevant to paragliding can be found in the Section 7 Annex: CIVL GAP – Centralised Cross-Country Competition Scoring System for Hang Gliding and Paragliding.

1.1.1 **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.

1.1.2 **A Flight**

A flight by a paraglider starting at take-off (1.1.1) and ending with the landing (1.1.8.1).

1.1.3 **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

1.1.4 **Turnpoint**

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

1.1.5 **Rounding the Turnpoint**

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

1.1.6 **Turnpoint Sectors**

A turn point 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.

1.1.7 **Designated sequence**

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

1.1.8 **Finish of flight**

1.1.8.1 **Landing point**

The point at which any part of the paraglider pilot, his equipment (excluding speedbar, stirrup or tow yoke), or his wing first touches the ground.

1.1.8.2 Target

Up to a maximum 10m radius, measured from the edge of the dead centre disc on the automatic measuring device, and delineated by concentric circles. The target is the area within which a pilot's first point of foot contact is measured, in centimetres from the edge of the dead centre disc.

1.1.8.3 Automatic Measuring Device

The electronic pad, as specified in 5.4.2.

1.1.8.4 Target area:

The area surrounding and including the target. Within the target area will be wind indicators, judging table, video tripod, ambulance, spectator area etc.

2 ENTRY AND REGISTRATION

2.1 Entry

The Local Regulations shall state:

The number of pilots that may be accepted in the championship.

The number of pilots that may be entered by a NAC.

The number of pilots of each sex who may be entered by a NAC (if required).

The number of pilots constituting a national team.

2.2 Eligibility to Compete

2.2.1 Qualifications

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.

Winch towing:

Pilots must have documentary proof of paraglider tow launch experience. Either:

- NAC licence or letter specifying tow rating, qualification or experience.
- Flight logbook or certificate signed by organisers of a FAI sanctioned tow launch competition.
- Certificate of completion of a tow training course.

Pilots must have their own tow release or rent it from the organiser. Pilots' tow release equipment will be checked during the inspection period.

Pilots should be prepared to demonstrate they have sufficient tow launch experience and skills.

Hill launch:

Competitors must have good nil-wind as well as strong wind take-off skills.

2.3 National Entry & Allocation

An organiser may choose whether to use 2.3.1 or 2.3.2

2.3.1 National Entry

NACs enter up to the maximum number of pilots as stated in the Local Regulations, on the basis that, as a minimum, the number constituting a national team is accepted.

2.3.2 Allocation

Places are allocated to nations, one by one, in order from the top nation in the WPRS nation ranking down to the last ranked nation; if any places are still available, the process starts at the top again. This process will continue until the maximum number of pilots is reached or until 60 days before the start of the championship. The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts.

2.3.3 Mixed Championships

The base for all nations is one pilot plus two female pilots (1+2).

The allocation is done according to 2.3.2, but in this process the places allocated to the female pilots in the base team size cannot be filled by a male pilot in any round of allocation.

2.3.4 Host Nation

The host nation shall have the opportunity of entering the same number of pilots as the top nation, except that in mixed championships they may not enter males as substitutes for females with places allocated under the 1+2 rule.

2.4 Registration

Each competitor will be required to present:

- Proof of identity.
- Satisfactory evidence of glider airworthiness.
- Proof of valid insurance as detailed.
- Proof of towing experience if needed.

Each competitor will be requested to sign:

- Waiver declaration (agreement on release of liability).
- Certified glider statement.
- Entry form.

3 ROUNDS

3.1 Take-off area

Main take-offs must be described precisely on the competition website.
The Local Regulations must give the GPS references of these sites.

Competition website should include as a minimum:

- Hill launch: List site names, location, altitude, size of launch/preparation area, distance to/height above landing field, optional/emergency landing sites, wind directions etc. Alternative sites.
- Winch launch: List site/airfield name, location, size, layout, number/type of tow or winch systems and ancillary equipment (quick release system, tensio meter, weak links etc). Minimum/typical tow height, target size and location options, wind directions.
- Maps etc if appropriate.

3.2 Start of a Round

3.2.1 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 shall be 1.5 minutes between pilots (unless specified by the Local Regulations) adjusted by the Launch Marshal.

3.2.2 Start List/Flying Order

Pilots take-off in a scheduled order. At registration, each nation's team members will be allocated a number 1, 2, 3 etc. At the start of the contest, teams will be drawn at random to determine flying order. Then, all the number 1s from each team fly first, followed by number 2s, 3s etc. At registration, the Team Leader will confirm the flying order of his team members.

3.2.3 Final Round

When the Meet Director calls the final round (which may be Round 12 or an earlier round if, due to time restraints, the Meet Director declares in advance that this will be the final round of the competition), pilots shall launch in reverse order of their current competition position.

3.2.3.1 Reverse Order

The Meet Director may choose to start any round, after the first round, with pilots launching in reverse order of their current competition position, providing it is announced to all pilots such that they can travel to the take-off area in sufficient time to prepare.

3.2.4 Maximising Flights

Meet Directors are encouraged to maximise the number of flights per day and may decide to start a new round even though it will not be possible to complete the round that day.

3.2.5 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.

3.2.6 Other Start System Proposal

A new start system may be used, provided that the system has been used successfully in at least one competition of similar size to the event for which the bid is being made. The Competition Organiser shall produce his proposals in detail before acceptance of his bid.

3.3 Flying the Round

Pilots should follow any flight course recommendations provided at the briefing and not delay their approach unnecessarily. However, competitors need to maintain good pilot separation (see 3.3.5) while not jeopardising their chances of reaching the landing area with sufficient height to make a considered target approach.

3.3.1 Taking-off

Competitors must fly in the published flying order according to their contest numbers, unless they have prior permission from the Launch Marshal or Meet Director. Such permissions may be granted, for example, when a pilot re-flight is required to complete an earlier round. The Launch Marshal may deem that the launch sequence should be temporarily adjusted dependent on local conditions and/or individual wing performance.

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.

3.3.2 Suspension or Stopping of a Round

The Meet Director may suspend the launch if conditions become unsuitable or unsafe. When the launch is reopened, normally the round will continue from where it had been stopped. After a significant period of stand-down (as specified in the Local Regulations), a pre-flier will launch first.

3.3.3 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.

3.3.4 Inability to Launch

At the Launch Marshal's or Meet 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.

3.3.5 Pilot Separation

Pilots flying shall 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 (S7C 6.3 or Common Section 7-9.1.2).

3.4 Target Landing

Tow launch: Competitors should be afforded a fair attempt at a target landing. However, Pilots must ensure they release at a point where they have sufficient opportunity to reach the target area directly from tow release, to make a considered final approach to the target.

Hill launch: Competitors should be afforded a fair attempt at a target landing. They should have sufficient time during the flight to reach the target area directly from launch, to make a considered final approach to the target.

3.4.1 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.

3.4.2 Target Obstruction

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

3.4.3 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 on the target will clearly wave a red signal flag.

3.4.4 Wind Speed Limitations

The maximum permitted wind speed, as measured at the target during the final 30 seconds of a competitor's flight, will be specified in the Local Regulations and will be specific to the target location. The nominal maximum wind speed is 7.0 metres per second. If the limit is exceeded, the pilot will automatically be offered a re-launch. If the wind speed exceeds the stated limit at the target, consistently during consecutive competition flights, the Meet Director should consider halting the competition until the wind has eased sufficiently. The upper winds, which are not measurable, are not taken into consideration, except for matters of flight safety.

3.4.5 Out Landings

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

3.4.6 Flight Boundaries

The Competition Organiser shall specify in the Local Regulations or at briefings, controlled airspace or other areas where flights by competing gliders are prohibited or restricted. Such areas shall be precisely marked on published maps.

3.5 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). The Event Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge decides so) video evidence. At the time a re-launch is awarded the competitor's 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, or, at the discretion of the Meet Director, during that round or the subsequent round. If a re-launch 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:

3.5.1 Wind Speed

The wind speed exceeds the specified limit during the time of 30 seconds before the competitor lands. 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.

3.5.2 Target Obscured

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.

3.5.3 Judges Disagree

The judges are unable to agree an accurate score for any reason.

3.5.4 Safety Reasons

The competitor changes his flight plans for safety, and does not then attempt to land on the target.

3.5.5 Distraction

If there is any significant external distraction which demonstrably affects the competitor's target approach.

3.5.6 Judges' Discretion

At the 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 to the target and/or he makes a signal that must be described in the Local Regulations.

3.6 Video Evidence

The Competition Organiser shall arrange a video recording of landings on the target with a fixed or tracking camera. The video recording can be used as an additional source of evidence only if:

- The Jury decides to review it when dealing with a protest, or
- The Chief Judge decides to review it on receipt of a complaint or a request from the Event Judge.

3.6.1 Amateur Video Evidence

The Competition Organiser shall state in the Local Regulations the policy on the handling of amateur video evidence in the case of complaints and protests, with respect to the Judging Team and the Meet Director.

3.6.2 Jury Decision

The Jury may choose to accept video evidence as an aid to decision making. Such acceptance shall not create a precedent for subsequent protests. If the organiser's video recording of a landing is not available or is inconclusive, this shall not provide grounds for awarding a re-flight. The protesting pilot must rely upon evidence from witness statements.

3.7 Rest day

The Meet Director may declare a rest day or half day after four consecutive days of flying, unless this is the last day of the competition, and providing a minimum of six rounds have been completed. A pre-scheduled rest day or half day can only take place if the above conditions are met. The scheduled rest day or half day may be changed due to forecast inclement weather conditions.

On rest days, no obligation must be imposed by the organisers to pilots, team leaders and FAI Officials.

4 TARGET

4.1 Location - Guideline for Hill Launch Setting

The location of the target must allow landing from any direction. Positioning of the target will be at the discretion of the Meet Director after advice of the Safety Committee. 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

4.2 Location - Guideline for Tow/Winch Launch Setting

The target should be located such that it can be easily reached if pilots release from the tow in all wind speeds up to the maximum specified for the competition. If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.

4.3 Automatic Measuring Device

The centre of the target must be an automatic measuring device with a dead centre disc of 2cm in diameter in a contrasting colour. The automatic measuring device must be capable of measuring to a minimum distance of 15cm in increments of not more than 1cm. 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. The same diameter of dead centre must be used throughout the whole competition.

4.4 The Target

The target shall be a flat area where competitors' 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 0.5m, 2.5m, 5m and 10m radius, centred on the dead centre. The marking of circles is indicative and not intended for scoring.

4.4.1 Target Size

The minimum radius of the target shall be 5 meters. Target size shall be stated in the Local Regulations. If the organiser wants to measure to less than 5 meters, this must be stated in the Local Regulations.

4.4.2 Construction

The target should be of such material (grass, sand, carpet etc) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken.

4.4.3 Limitations on Access

The Chief or Event Judge will determine the area around the target that will be restricted to duty competition Officials only. This shall be a minimum 10m radius from the target. The border of the area shall be marked.

4.5 Wind Direction Indication

A high visibility windsock and wind direction indicator will be located in the target area and at a minimum of 5m above ground level. The windsock shall be a minimum of 2.5m in length and designed to fly horizontally in winds of 7m/s. It shall be free to fly, and not obstructed by guy lines. It shall be bi-coloured in bright colours such as signal orange, luminous orange, pink or green, in contrast to the target area, and such that a dark colour is at the tapered end and a light colour is closest to the pole.

An additional light wind direction indicator shall also be located in the target area, of a construction that indicates wind direction in winds of less than 1m/s. It shall be of similar colour(s) to the windsock.

4.6 *Wind Speed Recorder*

The wind will be recorded within 50m of the target with the measuring sensor positioned between 5m and 7m 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 2m above ground level for the completion of the competition.

4.7 *Judging Code*

Published as a separate Annex to S7C covering Judging Team requirements for Category 1 events, qualifications, roles and training.

5 SCORING

5.1 Competition Validity

For the championship to be valid, at least three rounds must have been scored.

No more than twelve scored rounds are allowed. The Local Regulations shall state if less than twelve rounds are programmed.

5.2 Scoring

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 1st Category event.

A score given to a competitor shall be expressed in centimetres to the nearest whole number.

A scoring system should be linked to a 'live scoring' facility, preferably online, but also displayed for spectators in the landing area. This will become mandatory from January 1st, 2017.

5.3 Recording of Scores

5.3.1 DNF, DSQ, Absent

A pilot who did not fly is indicated DNF on the score sheet and accorded the maximum score.

A pilot who is disqualified for that round will be indicated DSQ on the score sheet and accorded the maximum score.

A pilot who withdraws for illness or accident shall be marked absent and accorded a maximum score for all subsequent rounds not flown.

A pilot who is disqualified for the event shall no longer be counted as a competitor for the purposes of scoring.

5.3.2 Score Sheets

Score sheets shall be labelled Provisional and Official as appropriate, and marked with the date and time of issue.

5.4 Scoring Method

5.4.1 Pilot Scores

Competitors will be scored on the distance in 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 cm, if the landing point is on the dead centre disc.

If the competitor lands outside the measuring field he scores a maximum score, which is the target 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 the speed system, stirrup or tow yoke) touches the ground before the wing does or before the competitor has left the target.

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.

5.4.2 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.

5.4.3 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by that competitor. When five or more valid rounds are completed, the worst one individual score is dropped. Every officially registered competitor should fly at least once during the competition to remain a valid, scoring competitor.

5.4.4 Team Scores

The Nation's team score for each round shall be the aggregate score of the best Y pilots in the Nation's team, where Y is specified in the Local Regulations. Y is nominally $(X+2)/2$ rounded up to the nearest whole number. Maximum team size is X+2, as specified in the Local Regulations.

5.4.5 Small Teams

If any Nation has less than 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 score size of 4, 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 one maximum score).

5.4.6 Tied Scores

5.4.6.1 Teams

In the event of any tie between the 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.

5.4.6.2 Individuals

In the event of a tie between any of the first three individuals, both (or all) will have an additional tie-breaker flight. If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0cm scores will be declared the winner of the tie break. If they are the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.

5.4.7 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 the time specified in the Local Regulations from the time the scores are posted. At the end of this time the scores for the round will be declared as Official. If provisional scores are posted more than 2 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 8.00 am.

5.5 *Assisting Injured Pilot*

A competitor who lands or limits his flight specifically to help an injured pilot must not be disadvantaged by this action.

However, awarding a re-flight is at the discretion of the Meet Director who is required to take all the circumstances into consideration before awarding this. For guidelines to procedures concerning pilots in danger, see Common Section 7-11.

6 PENALTIES

6.1 Permitted Penalties

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

- Warning
- Operational disadvantage
- Imposition of maximum score for the round
- Disqualification

6.2 Application of Penalties

The Meet Director shall be consistent in the application of penalties but may increase these penalties for repetition of the same offence by one or more competitors. Where there is more than one infringement of a rule by a pilot in a single flight, and where progressive penalties are specified for that infringement, then the Meet Director may impose more than one penalty.

6.3 Specific Penalties

- Dangerous or aggressive flying.

1st offence: warning.

2nd offence: Maximum score for the round.

- Radio coaching

1st offence: Maximum score for the round

2nd offence: Disqualification

7 COMPLAINTS AND PROTESTS

The Competition Organiser shall keep and archive the video footage and other evidence for at least 90 days after the end of the event, or until an appeal has been dealt with (see General Section Chapter 6).

7.1 Complaints

A complaint may be made to the Meet Director or his Deputy, preferably by the Team leader, in writing, in English, to request a correction. It must be made within two hours of the publication of the provisional results.

If provisional scores are posted more than 2 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 8.00 am.

For the last competition task complaints must be submitted at the latest one hour after the publication of the provisional results.

Complaints will be dealt with expeditiously.

The Local Regulations might change the complaint deadlines.

7.2 Protests

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director or his Deputy, preferably by the Team leader, in writing, in English.

Protests must be submitted within 2 hours following notification of the result of the complaint by the Meet Director or his Deputy.

For the last competition task, protests must be submitted within 1 hour of being informed by the Meet Director or his Deputy of the result of the complaint

The protest fee is defined in the Local Regulations. It may not be larger than \$50 US, or €50 for championships held on the European Continent. It will be returned if the protest is upheld.

The Local Regulations might change the protest deadlines.

8 EQUIPMENT AIRWORTHINESS AND SAFETY STANDARDS

8.1 Paragliders

8.1.1 Classification

Only EN-Certified paragliders are permitted to fly.

8.1.2 Airworthiness Standard

Each glider shall be flown within the limitations of its certificate of airworthiness or permit to fly and its manufacturer's published limitations.

Aerobatic manoeuvres are prohibited.

8.1.3 Proof of Airworthiness

Upon registration, pilots are required to sign the Certified Glider Certificate provided as Appendix III to this document

8.1.4 Certified Gliders

A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day.

Modifications to a glider that take the glider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs.

Any major damage shall be reported to the Meet Director 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 Meet Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical make and model, or one of similar or lower performance.

8.1.5 Airworthiness Check

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

8.2 Radio

The organisation may require pilots to carry a radio able to receive and transmit on the safety frequency.

Permitted radio frequencies shall be specified in the Local Regulations. The official frequency during the competition and the safety frequency will be announced at the latest at the mandatory safety briefing.

Voice activated microphones (VOX operated) are strictly forbidden. The use of radios to coach competitors to the target is strictly forbidden.

8.3 Other Equipment

8.3.1 Harnesses

All pilots must fly with a harness and back protector combination that has been tested to LTF09. CIVL publishes an indicative list on its website.

8.3.2 Helmets

All pilots must wear a helmet certified to either EN966 (HPG), EN1077-A and –B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying.

8.3.3 Reserve Parachute

Pilots must carry a serviceable rescue parachute.

Pilots shall make sure that they are within the maximum certified weight of the reserve parachute..

8.3.4 Footwear

Footwear must be suitable for a safe landing in all valid wind conditions. Heel and tip of competitors' footwear must not be modified such that it might damage an automatic measuring device. Any footwear addition must be made from rubber.

APPENDIX I: LOCAL REGULATIONS TEMPLATE

FAI Logo

Championship logo

Official title of the championship

Place and date

Not yet approved/Approved by CIVL

To be sent to CIVL President 8 months before the competition.

To be approved, published on CIVL website and sent to the delegates 5 months before the competition.

Organised by ... on behalf of ...

(Club, NAC, Federation...)

These Local Regulations are to be used in conjunction with the most recent versions of:

General Section of the FAI Sporting FAI Sporting Code.

Common Section 7 of the FAI Sporting FAI Sporting Code.

Section 7C of the FAI Sporting FAI Sporting Code.

1. Contacts

Organising NAC:

Competition organiser:

Official website:

Registration:

2. Officials

Event organiser:

Meet director:

Safety director:

Chief Judge:

Event Judge:

Target Judge

Launch Marshal:

Scoring

Transport:

Doctor:

Headquarters Coordinator:

Host/Hostess:

Public and Press Relations:

Photographs, videos:

Social events:

...

FAI Steward:

FAI Jury President:

FAI Jury Members:

(Give nationalities of Judges, Jury and Steward)

3. Programme

Official Registration: *Date – Hour – Place.*

Opening ceremony/Parade: *Date – Hour – Place.*

Mandatory Safety Briefing: *Date – Hour – Place.*

1st Team leader meeting: *Date – Hour – Place.*

Welcome Dinner: *Date – Hour – Place.*

Official training day: *Date.*

Contest flying days: *Date.*

Reserve day: *Date.*

Prize-giving & Closing Ceremony: *Date – Hour – Place.*

The programme is subject to change. Any changes before the start of the competition will be posted on the website.

The changes are subject to CIVL Bureau approval.

After the start of the competition, any programme changes will be announced by the Meet Director at the Team Leaders' briefing and posted on the official notice board at headquarters.

4. Daily schedule

On training and competition days:

Hour: Headquarters open

Hour: Team Leader meeting

Hour: Transportation to take off

Hour: Start of rounds:

The daily schedule is subject to change.

Any changes to the schedule before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leaders' briefing and posted on the official notice board at headquarters.

5. Entry

The maximum number of pilots in the championship is xxx.

The maximum number of pilots that may be entered by a NAC is xx total (and xx of one gender).

The maximum number of pilots constituting a national team is xx total (and xx of one gender).

For Continental Championships...

If more than xxx (European, Asian...) pilots are pre-registered, an allocation system will be implemented (see Section 7A-2.3 for similar system).

Guest pilots from other continents are welcome to compete as per Section 7C if the number of pre-registered (European, Asian...) pilots is less than xxx.

6. Entry Fee

The Entry fee will be:

- xxx Euro per pilot.

- xxx Euro per team leader / assistant.

Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:

- ID card & safety/contact information.

- Competitor and glider identification.

- Transport to take-off and retrieve on the main routes for all competition days.

- Daily snack package, water.

- Competition souvenirs.

- Free access to all championship events and parties.

- Free internet (Wi-Fi) access at the HQ.

- Discount for accommodation.

- Emergency rescue and first aid medical service.

7. Payments

Entry fees for the top nation – *name of the top nation* – are to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH- 1002 Lausanne

Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for the (*name of competition*) and state the member NAC.

All other entry fees are to be paid to following bank account

Account Name:

Bank Name:

Swift Code:

Account Number:

Current account.

Please indicate CIVL IDs of all the pilots you are paying for.

Payment deadline

The deadline for the final payment will be *day/month/year*.

For any late payment, a supplementary fee of *xx Euro* will be applied.

Refund policy

In the event of pilot withdrawing from the competition before *day/month/year* and who cannot be replaced by a qualified NAC-nominated pilot from that nation, a full refund will be offered (*less xx Euro for administration costs*).

Cancellations received after this date will not be eligible for refund.

8. Pre-registration

Pre-registration must be made through (link to the official website registration page) starting from *day/month/year* and finishing on *day/month/year*.

For Continental championships.

Participation for pilots of other continents will be confirmed on *day/month/year*.

9. Registration

According to Common Section 7-5 and Section 7C-2.

State specificities if any.

10. Insurance

The organisers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum *Euros*. It must be presented to the organisers at registration.

- *State any other insurance required or recommended.*

The organiser will offer at the HQ prior to registration:

- Insurance covering public liability risk at a price of Euro (specify amount and duration).
- Medical/accident insurance at a price of Euro (specify amount and duration).

11. Equipment

All equipment must abide by Section 7C-8.

In addition, pilots are required to fly with:

(State here additional equipment: telephone etc.)

(Towing: specify if tow release will be available for rent or buy)

Contest number

According to Common Section 7-5.

(Specify if numbers are provided, their size and where they are to be placed.

Specify if it is forbidden to have a second number on the glider beside the official competition number.)

Radio

(State the types of radio which can legally be used, the frequencies reserved for the organisers, emergency services etc. and the frequencies allocated to individual teams.)

12. Safety committee

It will include *xx pilots (2 minimum)* (see Common Section 7-4).

13. Competition site

Location

Give references to the official website pages with description of take-off, landing etc.

(Specific rules if any.)

Take-off method

Describe.

Flight boundaries

Specify controlled airspace or other areas where flights by competing gliders are prohibited or restricted, if any. Such areas shall be precisely marked on published maps.

14. Number of rounds

According to Section 7C-5.

(State here if less than 12 rounds are programmed)

15. Rest day

According to Section 7C-3.7.

(Specific rules if any.)

16. Wind speed

According to Section 7C-3.

The maximum permitted wind speed, as measured at the target during the final 30 seconds of a competitor's flight, will be per second.

(Specify any special or different equipment or set-up for wind speed indicators and wind speed recording.)

17. Scoring

Target radius is x metres.

The Nation's team score for each round shall be the aggregate score of the best x pilots in the Nation's team.

18. Guest pilots

If appropriate, in Continental championships.

For flying order purpose, guest pilots will be organized by the Meet Director in teams of maximum 12.

Scoring of guest pilots according to Common Section 7.

19. Amateur video evidence

Amateur video evidence will / will not be accepted.

(If so under what conditions. Suggested...

The Organisers will provide video recording of landings. In the case where amateur video evidence is available when an official complaint is made, the Competition Director and Chief Judge reserve the right to choose whether and when to view that video evidence. The decision will be made on a case to case basis.

Further information regarding the policy on video evidence will be provided at the first pilot briefing.)

20. Penalties

According to Section 7C-6.

(List specific penalties if any.)

21. Complaints and protests

As per General Section, Common Section 7 and Section 7C-7.

Team Leaders are encouraged to read Common Section 7-14 before making a complaint or a protest.

The fee for protest will be *(see Section 7C-7 for maximum amount).*

(State here if deadlines for complaint and protest are different from those defined in Section 7C-7)

22. Emergency procedures

Specify response time for evacuation by ambulance to hospital (state location(s) and any specialist centres).

Specify helicopter response time if available.

23. Safety issues

(Specify if any.)

24. Other information

(Specify if any.)

APPENDIX II: ENTRY FORM TEMPLATE

SAMPLE NAC CHAMPIONSHIP ENTRY FORM

(Name of Event), (Location)

(Dates)

All pilots must be validated by their NAC and registered in the online FAI Sporting Licence Database prior to the start of the Championship.

NACs should nominate the pilots they wish to enter in the Championship on the form below by *(date)*, with the pilot's CIVL ID number. An authorised NAC representative must sign this form, with official stamp if applicable.

Please see Local Regulations for further information. Please note that individual pilots will be required to complete an additional online entry form providing all the personal details required.

Send completed form to: *(organiser email and/or mailing address)*

Name of National Aero Club _____

Address _____

_____ Tel/email _____

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (General Section 3.1.3):

Family Name/First Name	Nationality/Res	Age	Gender	CIVL Pilot ID n° (WPRS)
1.				
2.				
3.				
4.				
5.				
Etc.				

The maximum number of pilots that may be nominated is *(xx – spaces in form above)*. The maximum number of each gender that may be entered by a NAC is stated in the Local Regulations. The maximum number of pilots constituting a national team is stated in the Local Regulations. If an allocation system is used, pilots will be accepted in the order stated above (gender permitting). Accepted pilots may be substituted with eligible pilots validated by the NAC up to the start of the Championship.

Name and email of TeamLeader (if appointed) _____

Names/number of Assistants (if known) _____

ENTRY FEES. For each pilot (amount and currency)
 For each assistant (amount and currency)
 For the Team Leader (amount and currency)
 Total _____

Deadline for payment of pilot fees is: *(date)* See Local Regulations for payment details.

I/We declare that the above information is true, and that all the pilots meet the required qualifications for entry to this competition as per Section 7 and the Local Regulations.

Signed _____

Name _____ Position in NAC _____

Date _____

APPENDIX III: CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that my glider

(name, make and model)

is EN certified.

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.

Date:

Printed name of Participant

Signature of Participant

Printed name of Witness

Signature of Witness

If your glider is not a certified model or is not in certified configuration, do not sign this statement

APPENDIX IV: SAMPLE WAIVER 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 to201_ "the Championships").

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

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

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

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

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

Signed on this date :

Printed name of Participant

Signature of Participant

Printed name of Witness

Signature of Witness

9 Index

Airworthiness.....	22	Protests.....	21
Assisting injured pilot.....	19	radios.....	22
Automatic measuring device.....	16, 18	Registration.....	11
Certified glider statement.....	31	Re-launches.....	14
Chief Judge.....	16	Rest days.....	15
Competition Director.....	16	Score rounding.....	18
Complaints.....	21	Score sheet labelling.....	18
Damage to a competing glider.....	22	Scores - individual.....	18
DNF.....	18	Scores - team.....	19, 27
DSQ.....	18	Scoring.....	18
Event Judge.....	16	Scoring systems.....	18
Failed Take-off.....	13	Start list.....	12
Final Approach.....	13	Target.....	16
final round.....	12	Target obstruction.....	14
Flying order.....	12	Team size.....	10
Helmets.....	22	Tied scores.....	19
Hill launch.....	12, 16	Time and distance rounding.....	18
Judges' discretion.....	15	Turn points.....	8
Judging Code.....	17	Video evidence.....	15
Landing.....	8	Video recording.....	15
Launch order.....	13	Winch launch.....	12, 16
Measuring field.....	16	Wind direction indication.....	16
Penalties.....	20	Wind limits.....	14, 27
Pilot separation.....	13	Wind speed.....	14