



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7A – Class O

HANG GLIDERS and PARAGLIDERS CROSS COUNTRY CLASSES 1-5

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1FAI Statutes, Chapter 1, para. 1.6
2FAI Sporting Code, Gen. Section, Chapter 3, para 3.1.3.
3FAI Statutes, Chapter 1, para 1.8.1
4FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
5FAI By-Laws, Chapter 1, para 1.2.1
6FAI Statutes, Chapter 2, para 2.4.2.2.5
7FAI By-Laws, Chapter 1, paras 1.2.2 to 1.2.5
8FAI Statutes, Chapter 5, paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
9FAI Sporting Code, Gen. Section, Chapter 3, para 3.1.7
10FAI Sporting Code, Gen. Section, Chapter 1, paras 1.2. and 1.4
11FAI Statutes, Chapter 5, para 5.2.3.3.7
12FAI Statutes, Chapter 6, para 6.1.2.1.3

Editors 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.

Note 1: Where rules and regulations in this document refer only to a single discipline, they will be colour coded as follows:

 Hang Gliding Classes 1,2,5 and Sport

 Paragliding Cross Country

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1 GENERAL

Section 7A of the FAI Sporting Code is the subset of Section 7 (or “Common Section 7”) dedicated to hang gliding and paragliding cross country championships. This document must be read in conjunction with Common Section 7 and the General Section.

This document defines rules for 1st Category Events. For other 2nd Category Events, see Common Section 7-14.

Flight definitions, flight verification and scoring rules can be found in the Annex: CIVL GAP – Centralised Cross-Country Competition Scoring System for Hang Gliding and Paragliding. Further Annexes, as listed in Common Section 7 and referenced in this subset, provide additional guidance and recommendations for organisers, pilots and team leaders.

2 ENTRY AND REGISTRATION

Reminder: The opening ceremony is considered to be the official start of the Championship.

2.1 Entry

The maximum number of pilots permitted is 150.

The maximum number of pilots constituting a national team is 6.

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 applicable).

The number of pilots constituting a national team.

2.2 Eligibility to Compete

2.2.1 Hang Gliding

2.2.1.1 Class 1

In the 36 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot has to have:

- Been ranked with at least 20 points in Hang Gliding Class 1 WPRS.
- Participated in one or more FAI sanctioned competitions with at least 30 pilots.

2.2.1.2 Class 2

To be defined in the local regulations.

2.2.1.3 Class 5

In the 36 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot has to have:

- Been ranked with at least 20 points in Hang Gliding Class 1, 2 or 5 WPRS.
- Participated in one or more Class 5 FAI sanctioned event.

2.2.1.4 Sport Class

To be defined in the local regulations.

2.2.2 Paragliding

In the 24 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot has to have either:

- For World Championships, ranked in the top 500 in the World WPRS for paragliding or scored a minimum of 40 WPRS points in any single FAI sanctioned event.
- For European Championships, ranked in the top 500 in the European WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.
- For other Continental Championships, ranked in the top 1500 in the World WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.

2.2.3 Other Criteria

If a competition organiser wishes to set stricter criteria, these must be declared with the bid for the event. Any other qualifying criteria must be included in the approved Local Regulations.

2.2.4 Allocation Completion

The allocation process must be completed by the organisers and finalised 60 days before the start of the championship.

2.2.5 Procedure for Checking Qualification

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

- The NAC or National Association/Federation before selecting their pilots.
- The competition organiser.
- The CIVL Screening Committee.
- The pilot.

It is each pilot's responsibility to make sure he is qualified.

2.2.6 Exemptions

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

The list of exempted pilots is published on the organisers' website.

When a pilot has competed in a Category 1 event after gaining an exemption, that pilot shall not be eligible for further Category 1 events unless he meets the normal qualification criteria.

2.2.7 CIVL Screening Committee

A Screening Committee is appointed by CIVL Bureau for each championship. It consists of three persons, preferably one representing the pilots, one representing the team leaders, one representing the bureau.

The Screening Committee shall:

- Check that entries accepted by the organiser meet eligibility to compete criteria. Notify organiser promptly of any that do not so that he may advise the NAC of the possibility to apply for an exemption.
- Review applications for exemptions. Request additional information if necessary. Make decisions with safety in mind and inform NACs and organisers.
- Check that the allocation process is run according to the rules.

Before reviewing exemption applications, the Screening Committee will discuss and decide the standard of pilots for whom exemptions may be granted. Such standards may be significantly different from one event to another, e.g. for a hang gliding Sport Class or a Class 2 event. The Screening Committee may modify the exemption form accordingly.

The Screening Committee will ensure that the correct exemption form is available on the organiser's website.

The application form must include a clear statement of support from the NAC confirming that it believes that participation in the championship by the pilot will not affect the safety of either that pilot or other participants.

Exemption forms which include additional material for consideration may be accepted but any that omit requested information may be rejected.

2.2.8 Organiser's Responsibility

It is the organiser's responsibility to notify NACs of any pilots who do not appear to meet the qualification criteria.

2.3 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.

NACs are recommended to qualify more pilots than needed in case a late substitute is required.

2.3.1 Mixed Championships

Where there is no separate championship for women, the base for all nations is one pilot plus one female pilot (1+1). The allocation is done according to 2.3, but in this process the place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation.

Where there is no separate championship for women, the base for all nations may be one pilot plus two female pilots (1+2). The allocation is done according to 2.3, but in this process the places allocated to the two female pilots in the base team size cannot be filled by a male pilot in any round of allocation.

2.3.2 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+1 rule (see 2.3.1).

2.3.3 Class 2 and 5 Teams

Each NAC must fill up to the full team quota in Class 5 before it can enter a Class 5 glider in Class 2. A change of a competitor from one class to another is not permitted after the closing date stated on the entry form unless the entry is restricted, or a particular class in the championship is cancelled.

There is no team championship in Class 2.

2.4 Registration

Each competitor will be required to present:

- Proof of identity.
- Satisfactory evidence of glider airworthiness.
- Proof of valid insurance as detailed.
- GPS.

Each competitor will be requested to sign:

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

3 TASKS

3.1 Tasks

3.1.1 Task Setting

The Meet Director is to take into consideration the level of the average pilots when setting tasks. The same task shall be set for each pilot in a particular FAI Class. The Meet Director may announce alternative tasks at briefing for use if the weather changes, but he may not change the task once flying has started.

3.1.2 Type of Task

Tasks are defined in CIVL GAP – Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding.

3.1.3 Multiple Class Events

Where different classes fly from the same site, operations may be conducted under the charge of a single Director. Where different classes fly from separate sites, each site must have its own Director or Deputy Director.

3.1.4 Alternative Task Types

The Competition Organiser may propose additional task types at the time of making the bid for the Championships provided the organising team has satisfactory experience of the new task format in national championships.

3.1.5 Speed Section

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

3.1.6 Task Times

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

3.1.7 Control at starts, goals and turn points

At starts, goals and turn points control will be made by a method approved by CIVL and detailed in the local regulations.

Details regarding crossing the finish line are explained in CIVL GAP document.

3.1.8 Overcrowding

The Meet Director must avoid dangerous overcrowding in the air. As a guide, tasks must be set and organised to avoid very large gaggles. For example, he may set a large start cylinder encompassing several thermal triggers, specify multiple start gates and/or temporarily close the launch until pilots already in the air disperse.

3.2 Take-off

Main take-offs must be described precisely on the competition website.

The Local Regulations must give the GPS references of these sites.

During the competition, other appropriate take-off sites may be used by the Meet Director after consultation with the Steward, Team Leaders, Task Advisory Committee and Safety Committee

3.3 Launch Systems and Management

The Meet Director may use any of the launch systems as agreed by CIVL at the time of the acceptance of the bid to run the Championships. The Local Regulations shall state which is to be used.

3.3.1 Other Launch System Proposal

A proposed, new launch 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 organiser shall produce his proposals in detail before acceptance of his bid.

3.3.2 Launch window Open Time.

The Task Board shall state the minimum length of time that the launch window must be open for the task to be considered valid.

✈ The launch window open time will be based on the number of competitors and the number of launch points available with a minimum of 45 seconds of safe launch conditions per pilot.

☪ The launch window open time will be based on the number of competitors and the number of launch points available with a minimum of 30 seconds of safe launch conditions per pilot.

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

3.3.3 Open Window

Free take-off without any set order. There must be a large enough rigging area for competitors with enough marshals to ensure easy entry into the take-off corridors.

There must be at least one ramp or take-off place for each 40 competitors and competitors must be able to take-off at a rate of at least two per minute in ideal conditions.

3.3.4 Start List

✈ Pilots take-off in a scheduled order, which advances automatically each day. A take-off order is made by lottery before the first task. This order advances each day by a proportion of the competitors (say 2/7). If space allows (as in an aero tow launch competition) the gliders can be placed on numbered spots before first take-off time.

3.3.5 Ordered Launch

✈ Pilots take-off in a scheduled order, which is determined by the Meet Director using the method approved by CIVL in the Local Regulations. When there are no pilots willing to launch, the Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed' under 3.3.6.

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

3.3.6 Take-off 'Push' System

✈ At sites where the pilots are required to queue to take-off, the Meet Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing'. Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further 30 seconds to complete the take-off. A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored

zero for the task. When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take-off within 30 seconds or be scored zero for the task. A pilot who wishes to “push” must be ready to take off immediately when he pushes and may not leave the launch line subsequently. No pilot may move into the start lane while a “push” is under way in that lane nor may any pilot initiate another “push” in that lane until the current one has been completed. When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently “push” in that task.

✈ In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class.

✈ **Note:** *The Meet Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.*

3.3.7 Multiple Class Events

Where more than one class is competing from the same launch site it is recommended that organisers allocate launch priority to each class at a separate launch point, which may change daily. Where this is not practical, and in any mixed class launch lanes, the Local Regulations shall specify how the push rule (above) is to be applied to a queue of mixed class gliders.

It is recommended that organisers separate classes as far as possible by varying launch/start times, start cylinder radius and other available means.

3.3.8 Launch Officials

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

3.3.9 Re-launch

Unless specified in the Local Regulations, competitors will be allowed a single launch only.

A failed launch attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.

In the event of a technical problem immediately after launch, a pilot or team leader must ask permission from the Meet Director to land in the designated area. The pilot may only land after permission is given by the Meet Director. The pilot must report to the Meet Director before a second launch. Pilots who do not follow this protocol will be awarded minimum distance only.

When permitted a re-launch, pilots will not take priority over other pilots who have not yet launched.

✈ HG – In aerotow championships, re-launches and priorities are defined in the Local Regulations.

3.4 Start of a Task

3.4.1 General

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

3.4.2 First Start Time

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

3.4.3 Other Start System Proposal

A proposed new start system may be used, provided 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.

3.5 Suspension, Cancellation or Stopping of a Task/Round

3.5.1 Suspension

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

3.5.2 Cancellation

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

3.5.3 Stopping

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

3.5.4 Announcement

When a task has been stopped it is the responsibility of the Meet Director to announce this, and the stop time, on competition and safety frequencies. In addition, this should be notified to participants via Team Leaders. Where possible the announcement should also be repeated on team frequencies.

Stopped tasks are scored according to the rules in CIVL GAP - Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding document.

3.6 Goal

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

3.6.1 Types of Goal

Options are defined in CIVL GAP – Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding

3.6.2 Suitability of Goals

Prior to setting goals, organisers must physically check that the area is safe to land, with no dangerous obstacles on the approaches or surrounding area. Stewards will consult with the Meet Director to ensure that landing fields are suitable and safe prior to the start of the championship.

As far as possible, landing fields should be manned with at least one official for logistical and safety reasons.

3.7 Out Landings

If a pilot lands away from the designated goal for the task he must inform the organisers in person or by any means permitted by the organisers, with the minimum delay, at the latest by the closing time for the task or the report back deadline. On return to base he must go immediately to retrieve control with his GPS unit. Failure to follow this procedure without good reason may result in penalties.

3.8 Retrieving

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

3.9 Rest day

After six consecutive days with competition flights, there will be one rest day, unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders.

4 GPS FLIGHT VERIFICATION

4.1 General

Only flight recording devices capable of recording both GPS and barometric altitude in the track log are allowed for scoring. It must not be possible to modify the barometric altitude once track log recording has started.

Flights will be verified using either GPS track log or live-tracking data.

When live-tracking data is used as a primary source of scoring, pilots must be able to produce GPS track logs as a back-up.

The FAI has the right to use all data collected in 1st Category events, including track logs, and may publish such data.

4.1.1 Approval and Notification

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

The organiser shall publicise, a minimum of 3 months before the start of the Championship, which software will be used, by name and version number.

4.1.2 IGC Standard Equipment

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

4.1.3 Live Tracking

Live tracking is mandatory in Category 1 events and practice events. Organisers may request an exemption at the time of bidding.

When using live tracking, public display may be delayed as defined in the local regulations.

Using the live tracking information as a strategic aid to pilots is an unsporting behaviour.

4.2 GPS Use

4.2.1 Back-up GPS

A pilot may use multiple GPSs for verification and backup. Each pilot must designate which GPS will be downloaded as the primary source of scoring and which one(s) as backup, to be used only in case of a malfunction of the primary logger.

4.2.2 Multiple Track logs

In case of a malfunction of the primary logger, a pilot may submit evidence for a flight using data from other GPS units, even if each only covers part of the flight, providing that the Meet Director is satisfied the data was obtained by the pilot during the task in question.

4.2.3 Registration of GPS Units

Pilots are required to lodge the make, model and serial number of all GPS devices that they intend to use during the competition with the competition scorer.

If the device a pilot nominated is damaged during the competition the pilot may wish to use an alternative device. The competition organiser or launch marshal must be given the make, model and serial number of this alternative device prior to a pilot launching to fly a task for which the pilot hopes to use the device's track log for verification.

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

4.3 Track Log

4.3.1 GPS Data

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

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

4.3.2 Missing Track Log

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

4.4 General Verification Rules

4.4.1 Minimum Track Log Points

The interval between points in the track log must not exceed 5 seconds. A pilot's track log must contain sufficient track log points to verify all control features of the task that has been set, except that 4.3.2 may be applied for a start. In the event of doubt about track log validity 4.4.6 will apply.

4.4.2 Minimum Track Log Evidence

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

Track files without signatures, from devices not able to assign signatures, shall be downloaded directly from the GPS.

4.4.3 Missed Features

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

4.4.4 No Track Log Evidence of Start Time

Where CIVL GAP is the scoring system, a pilot without evidence of start time will be given the start time equal to the start gate opening time. Otherwise, if the launch is within the start sector, and the pilot launches during the start window, but fails to provide proper evidence of start time, then the pilot is awarded a start time equal to the start window open time.

4.4.5 Altitude Infringements

Where vertical infringement of airspace, cloud or briefed altitude limits is considered possible it is the responsibility of the pilot to produce track log or barograph evidence that this did not occur.

Airspace violation checks rely primarily on barometric altitude. Pilots may submit a GPS altitude log as a backup log only in case of problems with the primary barometric log.

4.4.6 Rejection of Track Log

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

4.5 Pilot Responsibilities

4.5.1 GPS Equipment

Each pilot must ensure that his equipment is secure and compatible with the approved GPS flight verification software that is to be used.

4.5.2 Operating Parameters

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

4.5.3 Radio

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

If required, the radio must be switched on in flight and set to either the safety frequency or that of the Team Leader and the Team Leader must have at least one radio set 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.

4.6 Flight Boundaries

4.6.1 National Borders

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

4.6.2 Controlled Airspace

The organisers shall specify in the Local Regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps and provided as openair.txt format files for display on instruments and scoring checks.

The organiser may establish prohibited airspace that may differ from official airspace as needed, and this airspace created for the competition shall be treated as official airspace with the same penalties. The entire flight from launch to landing will be considered for such violations irrespective of the task being active or stopped, the course started or finished.

5 SCORING

5.1 *Competition Validity*

The competition will be deemed valid for the purposes of awarding championship titles if the sum of the daily winners' scores is equal to or more than 1500 points, as determined by the authorised scoring formulas.

5.2 *General*

The detailed rules for scoring 1st Category competitions are now contained in the document "CIVL GAP - Centralised Cross-Country Competition Scoring System for Hang-Gliding and Paragliding". In case of conflicts between this document and the CIVL GAP document then the CIVL GAP document shall take precedence.

5.3 *Scoring Systems*

5.3.1 **Competition Scoring**

The object of the scoring program is to reward pilots for their performances as fairly as possible. A scoring program that has been approved by CIVL which implements the latest, CIVL approved, GAP formula as defined by the most current edition of "CIVL GAP" must be used for competition scoring. The latest edition of "CIVL GAP", which describes the current version of the GAP formula, is available from the FAI office or from the CIVL website.

5.3.2 **Approved Programs**

The FS (Flight Scoring) program is approved by CIVL. It is available free of charge at: <http://fs.fai.org>

5.3.3 **Nominal Parameters**

The nominal scoring parameters, as defined by "CIVL GAP", are published in the Local Regulations. They may be modified during the first Team Leader briefing, prior to the start of the first task. They must not be changed after the start of the first task.

5.3.4 **Use of Filters**

Some scoring programmes permit the use of filters when calculating results. In Category 1 events where guest pilots are permitted e.g. Continental Championships, guest pilots may not be filtered out when calculating results as their presence will already have affected relative performances during the task and may also have affected the lead coefficient in the flight verification program.

5.4 *Non-Scoring*

5.4.1 **Did Not Fly (DNF)**

A pilot who is present at the launch site for the task but decides not to fly shall score zero and shall be indicated as DNF on the score sheet.

5.4.2 **Disqualified (DSQ)**

A pilot who is disqualified is to score zero and be indicated as DSQ on the score sheet for that task and all subsequent tasks.

5.4.3 **Absent (ABS)**

A pilot who withdraws due to illness or accident shall be marked as ABS (absent) for all subsequent tasks and no longer be counted in the group or class for the purposes of scoring for each task that he remains unfit to fly. A pilot who withdraws due to an equipment problem may also be marked as ABS subject to approval by the Safety Director; any such pilot is to continue to be shown as ABS for subsequent tasks until the Safety Director has approved repaired or replacement equipment.

5.5 Compensating Scores

5.5.1 Assisting Injured Pilots

If a pilot lands or limits his flight to help another pilot, his score for the day shall be his average day-weighted score averaged over his the previous task scores; as the meet progresses that score will be adjusted after each task. The Meet Director may also award extra points.

For guidelines to procedures concerning pilots in danger, see Common Section 7 Chapter 11.

5.5.2 Result of Complaint or Protest

If a protest from a pilot or group of pilots calls for the retrospective cancellation of a scored task, the jury must consider the position of other pilots in the competition. If the protest is justified, the jury should consider how to compensate the affected pilots, but should only consider cancelling the task if there is no other fair option.

5.5.3 Score Sheets

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

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 warning, as a minimum to disqualification as appropriate for the offence. Except where otherwise stated in Section 7A 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.
- Deduction of points. This may be a finite number of points or a percentage of the winner's score. A finite number may be up to the entire score of a pilot for that day.
- Alteration of placing order.
- Disqualification.

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*

The following penalties will apply:

- **Violation of restricted airspace.**

Closer than 100m vertically or horizontally to prohibited airspace: the pilot shall be listed in the scores for each task without penalty.

More than 30m vertically or horizontally within the restricted airspace: zero for the day.

- **Cloud flying.**

1st offence: zero for the day.

2nd offence: expelled from the competition.

- **Dangerous and aggressive flying. Wrong turn direction**

1st offence: warning.

2nd offence: 100 points, doubled for every subsequent offence.

- **Flying without a Live-Tracker (If Live-Tracking is mandatory)**

1st offence: warning.

2nd offence: zero for the day.

- **Aerobatics after reaching the goal line.**

1st offence: warning.

2nd offence: 100 points, doubled for every subsequent offence.

- **Too much ballast.**

1st offence: 100 points.

2nd offence: zero points for the task.

3rd offence: expulsion from the competition.

- **Downloading after the specified time:**

1st offence: $P = W / 10$ (100 points for a fully valid task).

2nd offence: $W / 2$ (500 points on a fully valid task).

Further offences: score M (minimum distance score).

Unless a reasonable explanation is accepted by the Meet Director. The opening time, closing time and location of scoring are to be stated clearly. Pilots will not be penalised in the event of excessive delays or technical difficulties with scoring.

- **Top Landing without permission after the launch window is open:**

1st offence: 100 points, doubled for every subsequent offence.

- **Early start**

Scored only for distance between launch and the start gate.

Early start in Hang-gliding (Jump The Gun feature)

A maximum early start of X seconds is allowed, as it is considered as a safety feature in potential crowded environment. Early start is penalized in FS by a factor of Y points per second of early start time. By default, the penalty is 2 points for every second, up to a maximum of 300 seconds. Early start of more than X seconds is scored as minimum distance. The penalty factor and maximum time may be adjusted for local conditions and must be stated in the local regulations if they differ from the default values.

- **Airworthiness non-compliance**

The normal penalty for non-compliance is a 20% reduction in score for the last task flown. If during a subsequent task the glider is again found to be non-compliant a 0 score will result for that task. At the discretion of the Meet Director a lesser penalty may be applied in cases due to extenuating circumstances.

Controls and penalties according to the CIVL Competition Class document, Annex B.

- **General**

Not following competition officials' directions, abusive behaviour towards competition officials or other pilots, dangerous flying, VOX use, maliciously showing the stopped task sign, reporting landed too late after flight etc. Penalties at the Meet Director's discretion.

6.3.1 Cloud Flying

It is unsporting to gain an advantage by flying in cloud, and unsafe to fly in cloud because visual references are lost and it is impossible to maintain a safe separation from other pilots. If a pilot is inadvertently sucked into cloud, the onus is on that pilot to demonstrate that no advantage was gained.

It must be possible for the Meet Director to determine that no advantage was gained from the track log.

To avoid conflict and risk of collisions with other pilots who may also have been sucked into cloud, the recommended procedure is to continue straight along track until well clear of cloud, and then spiral down far enough to eliminate any advantage that might have been gained by cloud flying. For example, for paragliders, descending 100m for every km flown in cloud would be likely to be seen as eliminating any potential advantage taken by cloud flying.

Cheating by deliberate cloud flying to gain height will be penalised. For example, where a track log shows that a pilot continued to circle while gaining height well above cloudbase (as identified from nearby pilots' track logs).

A pilot's track logs will be checked to determine whether advantage was gained by cloud flying whenever:

- They are observed by a competition official or air marshal going into cloud and completely disappearing from view

- At least 2 pilots witness the accused going up into cloud and disappearing from view and taking advantage from this action
- The Meet Director at his discretion reviews track log data that appears to show advantage being taken by cloud flying.

6.3.2 Altitude Verification

Local airspace is defined using height above ground, height relative to local airports, and for the upper ceiling levels, standard pressure flight level. The organiser will provide an official reference altitude in both feet and meters for the launch point for the day (this will always be the same for the same site), and a standard pressure altitude in both meters and feet at the time of the briefing (this will change each day with the weather). This information to be clearly displayed on the task board.

6.3.3 Collision Avoidance

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

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

6.3.4 Trimming of a Glider

Pilots are reminded that any glider shall be flown within the limitations of the certificate of airworthiness. Modifications to a glider that take it outside of its certification are not permitted. No trim tabs or other device other than the brakes and foot-based accelerator system are allowed to be used to alter airspeed in flight. Any such device found to adjust the length of the risers or change the functionality of the speed system will be regarded as cheating, and penalties applied accordingly.

7 COMPLAINTS AND PROTESTS

The Competition Organiser shall keep and archive all competition material that might be useful as evidence for at least 90 days after the end of the event, or until an appeal has been treated (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 4 hours of the publication of the provisional results. If provisional results are published after 22h00, complaints deadline is not earlier than 11h00 the next day.

For the last competition task complaints must be submitted at the latest 1 hour after the publication of the provisional results.

Complaints will be dealt with expeditiously.

The Local Regulations might adjust 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, within 12 hours of the result of the complaint being published at the main Headquarters.

For the last competition task, protests must be submitted within 1 hour after the result of the complaint is published at the main Headquarters.

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 adjust the protest deadlines.

8 EQUIPMENT AIRWORTHINESS & SAFETY STANDARDS

8.1 General

8.1.1 Airworthiness Standards

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.

8.1.2 Proof of Airworthiness

Upon registration, pilots are required to sign the Certified Glider Certificate provided as Appendix V and VI to this document. The organisers have the right to refuse any glider not of acceptable standard or configuration.

8.1.3 Change in Glider Configuration or Construction

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 and eligible to fly in the same class.

8.1.4 Airworthiness Checks

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 Airworthiness Standards of Hang Gliders

8.2.1 Classification

Prototypes are not permitted to fly.

Each glider must have a serial number for identification.

Hang gliders permitted to fly must fall into one of the two following categories: certified or uncertified.

Local Regulations may state that uncertified hang gliders are not permitted. If so, the organisers must declare this intention at the time of bidding

8.2.2 Certified Hang Gliders

Hang gliders of a make and model for which there is airworthiness approval issued either by the BHPA, DHV, HGMA or similar testing body and which have not been altered in any way since manufacture that would affect this certification. Sprogs must be set within the certified range.

8.2.3 Uncertified Hang Gliders

These are production model hang gliders which have been available for sale for a minimum of 4 months and which have not yet obtained airworthiness approval, or certified models which have been altered from the certified configuration.

Uncertified gliders are allowed to fly only if the pilot or manufacturer can produce pitch and load test results for the glider model and size. Pitch test results must specify the sprog and VG settings used during testing.

8.2.4 Strength and Structural Limits

Hang gliders must comply with the load test certification standards of the HGMA, BHPA, DHV, or similar testing body. The additional standards in 8.2.5 override the certified configuration of a glider.

8.2.5 Additional Standards

8.2.5.1 Sprogs

Sprogs must be set within the allowed tolerance (1 degree from manufacturer settings). Organisers and officials may measure and record sprog settings.

8.2.5.1 Load Test

All structurally relevant components in the flown configuration (for example crossbar, uprights, leading edges, keel, speedbar, rigging cables) on the glider must have undergone a static load test to positive 6G / negative 3G as part of the certification tests by one of the certification organisations.

8.2.5.1 Wires

Minimum diameter of any structural external wire cables is 1.9 mm or 5/64 inches.

8.2.5.1 Side and Rigging Wires

Where an external compression strut is braced with rigging wires they must attach within 10cm of the point where the compression load is applied.

Side-wires shall attach to A-frames at no more than 10cm above the plane of the control tube, measured when the glider is resting on a horizontal surface.

Explanatory Notes: References to compression struts and rigging wires refer to the loads placed on parts of a glider by flight stresses. Gliders with cantilevered wings do not apply compression loads to the uprights, while in general, Class 1 gliders have uprights which are under compression in flight.

Control cables are not deemed to be structural.

Any external part of the glider which has compression loads placed upon it during flight is an "external compression strut", and therefore bracing wires attached to it shall conform to these rules.

Where the terminology or definitions which are used in these rules are in question with any particular glider, the relevant protest committee will provide a ruling.

8.2.5.1 Control Bar

If a control bar is load bearing and made of materials other than metal, it must have an internal rigging cable that serves as a structural backup. The internal rigging cable can be of metallic or non-metallic material and must be strong enough to withstand the shock load from the lateral force of breaking an undamaged control bar in flight. If a non-metallic control bar does not show clear evidence of an internal rigging cable (for example end pins or vibration when tapped) the pilot must supply a manufacturer's affidavit verifying the presence of a cable in the control bar tube.

8.3 Airworthiness Standards of Other Hang Gliding Equipment

8.3.1 Pilot Suspension Systems

The pilot suspension must include a non-metallic load bearing material of minimum 50mm² cross-section area (normal material Nylon woven webbing with 1000kg breaking strain). The attachment loop must have a backup, which bypasses any mechanical devices and either the main, or backup must be non-metallic. If an integral (one piece) harness suspension/hook-in system is employed, the backup may have a mechanical link which allows it to loop around the keel and attach to itself independently of the primary system

8.3.2 Rescue Parachutes

A serviceable rescue parachute must be carried, capable of deployment by both the right and left hand of the pilot in a normal flying attitude.

8.3.3 Helmets

All pilots competing in 1st Category events 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. A helmet is not compulsory in hang gliders with enclosed cockpits if it will restrict pilot vision

8.3.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards.

The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.

Weight can be measured at take-off or landing at the request of the organisers.

Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

The weight limit for all equipment (without glider), extra clothes and ballast is 25 kg. If a pilot is equipped with a second parachute, the weight limit is 28 kg.

The organiser will provide a weight measurement scale. Pilots' nominal weight may be checked at registration. Pilots may be weighted before taking-off or after landing.

8.4 *Airworthiness Standards of Paragliders*

8.4.1 Classification

Only paragliders following the regulations defined in the CIVL Competition Class (CCC) requirements document are permitted to fly.

All paraglider models must be commercially available 90 days prior to the start of the championship.

8.4.2 Airworthiness Controls and Penalties

Principles for CCC gliders control, process and penalties are defined in Annex B of the CIVL Competition Class requirements document.

8.5 *Airworthiness Standards of Other Paragliding Equipment*

8.5.1 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.

8.5.2 Rescue Parachutes

Pilots must carry a serviceable reserve parachute.

All pilots must carry this reserve parachute plus one more. The latter must be deployable with the opposite hand compared to the main reserve or, even better, with either hand.

As an alternative to two reserve parachutes, a single reserve parachute easily deployable by either hand may be used.

Pilots shall make sure that both reserve parachutes, main and second, are within the maximum certified weight.

8.5.3 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.

8.5.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards.

The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.

Weight can be measured at take-off or landing at the request of the organisers.

Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

The total weight, including all flight equipment and glider, must not exceed 33 kilograms in addition to the pilot's weight.

The organiser will provide a weight measurement scale. Pilots' nominal weight may be checked at registration. Pilots may be weighted before taking-off or after landing.

8.6 Paraglider Pilot Experience Declaration

All pilots must complete the Pilot Experience Declaration form (Appendix VII to this document) outlining their general flying experience and specific experience and skills with their current glider. The form should be submitted on-line if available or at physical registration.

This information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof).

This data will not be made public, but may be used in case of incidents.

NACs should make sure that the pilots they register have reached the 'basic' level of skills listed In Appendix VII, for the glider they are flying.

8.7 Pilot Reporting of Safety

8.7.1 In Flight

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

8.7.2 Pilot Safety Form

After landing and at the latest when downloading their instruments for scoring purpose, pilots are required to correctly fill out and sign a Pilot Safety Form with all relevant flight and landing information requested. Failure to do so may lead to penalties being applied.

The Pilot Safety Form must contain at least the following:

- Safety level: Safe / Unsafe for me / Unsafe / Comment
- Task setting: Good / Average / Bad / Comment
- Estimated cloud base height at the Start gate
- Estimated cloud base height at the end of the task.....

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 6 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 7A of the FAI Sporting FAI Sporting Code.
- CIVL Competition Class (CCC) – Paragliders permitted in FAI Category 1 Cross country events.
- CIVL GAP – Centralised cross-country competition scoring for hang gliding and paragliding.

Contacts and programme

Organising NAC:

Competition organiser:

Official website:

Registration:

Officials

Event organiser:

Meet director:

Safety director:

Rescue coordinator:

Livetracking coordinator:

Weather forecast:

Transport and Retrieval:

Scorer:

Doctor:

Headquarters Coordinator:

Host/Hostess:

Take-Off Marshal:

Goal Marshal:

Air Marshals:

Public and Press Relations:

Photographs, videos:

Social events:

...

FAI Steward:

FAI Jury President:

FAI Jury Members:
(Give nationalities of Jury and Steward)

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

The hours are subject to change. Any changes 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 board at headquarters.

Daily Schedule

On training and competition days:
Hour: Headquarters open
Hour: Team Leader meeting
Hour: Transportation to take off
Hour: Task and Safety Committee meetings
Hour: Pilot briefing /Task briefing
Hour: Take-off window opens:
Hour: Scoring office opens
Hour: Provisional results

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.

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).

Application to Compete

Eligibility to compete and exceptions to pilot qualification requirements
According to Section 7A-2.

The ranking reference date for qualification criteria, nation priority table and allocation is *month/year* ranking published on *day/month/year*.
(3 calendar months before the championship starts)

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

Allocation and Payments

Allocation will be done according to Section 7A-2.

The first allocation round will be made and results published on the official website on *day/month/year*. (*Suggested : the day after the period for applications is finished – Absolutely not before 3 calendar months before the championship starts.*)

The entry fee payment process will start on *day/month/year*. (*Suggested: same day as just over*)
Confirmation of payment transfer must be sent to the organisers by email before *day/month/year*.
Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline the team allocation table will be updated. Any unpaid places will be re-allocated.
The final allocation will be made on *day/month/year* (*60 days before the first planned flying day*) until a total of (150) pilots are reached or no more applications remain.

The deadline for the final payment will be *day/month/year*.
For any late payment, a supplementary fee of *xx euros* will be applied.

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:

As a minimum:

- *Colour map of task area showing take-off, turnpoints, landing fields and restricted airspace and areas, with clearly visible grid matching the GPS coordinates used for the competition.*
- *ID card & safety/contact information.*
- *Contest numbers.*

Also...

- *Transport to take-off and retrieve on the main routes for all competition days.*
- *Upload of turn-points with GPS coordinates.*
- *GPS track-log download.*
- *Live tracking.*
- *Competitor and glider identification.*
- *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.*
- ...

Entry fees for the top 3 nations – *name of the 3 nations* – 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.

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.

Registration

Registration according to Common Section 7-5.2 and Section 7A-2.

Insurance

The organisers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum *xxx Euro (in letters euro)* 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 xx Euro (specify amount and duration).*
- *Medical/accident insurance at a price of xx Euro (specify amount and duration).*

Equipment

All equipment must comply with Section 7A-4 and 8, and CIVL GAP.

(In addition pilots are required to fly with:

State here additional equipment: telephone etc.)

Radio

According to Section 7A-4.

(Specific rules if any.)

Contest number

According to Common Section 7-5.

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

It is not allowed to have a second number on the glider beside the official competition number.

Take-off site

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

(Specific rules if any.)

Launch System

Specify which launch system will be used in reference to Section 7A-3.

If towing, specify number of tugs, tow rope length, weak link strength, aero tow release height etc.

Wind speed at launch

The maximum wind speed in which a task shall be flown is *xx km/h*, measured at launch altitude.

(Specific rules if any.)

Airspace and other restrictions

(Specific rules if any.)

Safety issues

(Specific rules if any.)

Committees

Task Advisory Committee

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

Safety Committee

It will include *xx pilots (3 minimum)* (see Common Section 7-4).

Launch window

For the task to be valid, the launch window must be open for at least *xx minutes*.

Goal

(Specific rules if any.)

Pre-Flyers and Free Flyers

According to Common Section 7-7.

(Specific rules if any, like: They will not be allowed to launch from xx minutes before the window open until xx minutes after the window close time.)

Scoring

Scoring will use the *(specify name and version)* scoring program, using CIVL GAP scoring formula *(specify which version)*.

The GPS map datum is WGS 84 and the coordinate format to be used is (e.g. hddd⁰mm.mmm').

As per Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding document.

- GAP parameters will be set at:
- Nominal launch: *(default value = 96%)*.
- Nominal distance: *xx km*
- Minimum distance: *xx km*
- Nominal goal: *xx %*
- Nominal time: *xhxx*
- Score back-time in case of stopped task: *xx (default value : PG= 5 min. HG=15min.)*
- Early start in hang gliding (jump the gun): maximum of X seconds. Penalty of Y points per second. (By default, maximum is 300s. and penalty 2 points per second).

GAP parameters will be discussed at the first Team Leaders' briefing.

The primary source of scoring is *(Live-tracking logs / GPS logs)*.

Any other source can be used as back-up.

Complaints and Protests

As per General Section and Section 7A-7.

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

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

(State here if deadlines for complaint and protest are different from the ones defined in Section 7A-7)

Penalties

According to Section 7A-6.

Specify if Pilots' nominal weight will be checked at registration and/or where scales will be available.

(Specific other penalties if any.)

APPENDIX II: ENTRY FORM TEMPLATE

TO BE REVIEWED

APPENDIX III: 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 Hang Gliding and Paragliding Commission , their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:.....)

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

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

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

Signed on this date : _____

Signature of Participant

Printed name of Participant

Address of Participant : _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

APPENDIX IV: CERTIFIED GLIDER STATEMENT HANG GLIDERS

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class ___ glider _____ (make) _____ (model) I will fly in the _____ (Name of event) _____ Championship, from _____ to _____ (dates) is a model certified by one or more of the internationally recognized certifying bodies (namely the DHV, HGMA or the BHPA). Furthermore I declare that I have not altered the configuration of the glider since purchase, in a manner that would take it out of certification, and as far as I know and as far as I am aware it is in certified configuration and I undertake not to alter this configuration during the championship. I understand that I am the sole individual responsible for the integrity of my glider and to the best of my knowledge it is damage free and airworthy.

Signed on this date: ...

Signature of Participant ...

Printed name of Participant ...

Address of Participant: ...

Signature of Witness...

Printed name of Witness ...

Address of Witness: ...

**If your glider is not a certified model or is not in certified configuration
DO NOT SIGN THIS STATEMENT**

APPENDIX V: CERTIFIED GLIDER STATEMENT PARAGLIDERS

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class 3 glider (paraglider)

(make and model)

that I will fly in the (Name of event)

from ... to ... (dates)

is certified by one of the CIVL recognised certifying bodies (Test Houses). Furthermore I declare that it is in certified configuration and I undertake not to alter this configuration. I understand that I am the sole individual responsible for the integrity of my glider.

Signed on this date: ...

Signature of Participant ...

Printed name of Participant ...

Address of Participant: ...

Signature of Witness...

Printed name of Witness ...

Address of Witness: ...

**If your glider is not a certified model or is not in certified configuration
DO NOT SIGN THIS STATEMENT**

APPENDIX VI: PARAGLIDER PILOT EXPERIENCE DECLARATION

All competing pilots (irrespective of their glider class) must complete the Pilot Experience Declaration form outlining their general flying experience and specific experience and skills with their current glider. The form should be completed online in the pilots' WPRS profile. Completed forms will be provided to the organiser prior to physical registration.

This information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof).

This data will not be made public, but may be used in case of incidents.

NACs should make sure that the pilots they register have reached the 'basic' level of skills listed below, for the glider they are flying.

Pilot Name:

CIVL ID:

Team (Nation):

Championship:

A. Pilot skills

The basic skills necessary to fly in a 1st Category competition are the ability to:

- Take off and land safely.
- Fly in a crowded environment, with respect for the rules and other pilots.
- Navigate a safe path through the air, avoiding areas of turbulence and rotor.
- Handle the wing correctly in the air to avoid spins and stalls.
- Feel the wing and use correct inputs to avoid collapses, even in extreme turbulence.

Once the minimum level of competence has been reached, the pilot must further improve his safety by acquiring the skills below:

- Controlled management and recovery from asymmetric and symmetric collapses: managing correct collapse proportions and recovering without cascading events.
- Developed collapses: ability to cope with auto rotational G forces and disorientation, and show good recovery.
- Dealing with riser twists: untwisting.
- Controlled entrance and recovery from full stall; symmetric full stall entrance whilst keeping the span (without the tips touching); controlled full descent without rotation and clean recovery by building the span completely before flight.
- Effective recovery from tip cravats.
- Appreciation of spin point; show the ability to reach the point of spin and react immediately.

Regular SIV trainings are recommended.

B. Pilot experience

1. Approximate total flight time in hours:
2. Approximate thermal flight time during the last 12 months:
3. How many competition tasks have you flown in last 5 years:
4. What has been your best WPRS ranking?

5. What is your current WPRS ranking?

6. How familiar are you with the following manoeuvres or incidents?

It is strongly recommended that manoeuvres are practised above water and in a safe or supervised conditions (boat, life vest, etc.).

N = Never tried

O = tried Once or more times

P = Proficient

Search for the spin point

Frontal collapse

Asymmetric collapse

Parachutal stall

Full Stall

Fast descent (> 6 m/s)

Other (please specify)

7. Have you visualised doing the above manoeuvres?

(it can be very useful at low cost and risk).

8. Flight time in hours with your paraglider:

9. Main reserve parachute

Make:

Model:

Max Certified Load:

Last Repack Date:

10. Second reserve parachute

Make:

Model:

Max Certified Load:

Last Repack Date:

Pilots should check and repack their reserves regularly and get used to throwing them while in flight simulators.

Signed (at physical registration):

Date:

Glossary

See the Common S7

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