



# FAI Sporting Code

*Fédération  
Aéronautique  
Internationale*

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## **Section 7 – Class O Hang Gliders & Paragliders**

CLASSES 1 to 5  
2016 Edition  
Effective 1st May 2016

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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. Section 7 consists of this section and the relevant discipline subsection. In cases of doubt, consult the General Section to establish the principles before applying the specific rules which appear in 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.

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# 1 INTRODUCTION

## 1.1 Description

Common Section 7:

Common rules and recommendations for all Category 1 and Category 2 events across all Hang gliding and Paragliding disciplines.

Discipline specific subsection:

- 7A. Hang Gliding (Classes 1, 2, 4, 5) and Paragliding (Class 3) Cross Country.
- 7B. Paragliding (Class 3) Aerobatics.
- 7C. Paragliding (Class 3) Accuracy.
- 7D. Records and Badges (all Classes).

Annexes:

- CIVL GAP – Centralised Cross Country Competition Scoring (Annex to 7A).
- CIVL Competition Class (CCC) – Paragliders permitted in FAI Category 1 Cross-Country events.
- CIVL Paragliding Accuracy Judging Code

Other documents (this list is indicative):

- Guidelines for presentation of bids to hold FAI/CIVL Category 1 Championships.
- Practical Guidelines for CIVL/FAI Category 1 Competition Organisers.
- Templates for Local Regulations.
- FAI International Jury Members Handbook.
- CIVL Jury Members Handbook.
- CIVL Steward Handbook.
- FAI Guidelines in the event of a casualty or a serious accident at FAI Air Sports.
- Protocol for Award-Giving at Closing Ceremonies at FAI Championships.
- About FAI
- Code of Conduct - Air Sports and the Environment
- FAI Anti-Doping Program
- FAI Code of Ethics
- Naming of Competitions: policy for Air Sport Commissions and Competitions Organisers
- FAI Branding (Style guide and Logos)
- Rules on Advertising for FAI Air Sport Events
- FAI Anthem

Note 1: Separate subsections may be created in future for sub-disciplines such as hang gliding aerobatics and speed gliding or paragliding speed riding, if a regular and viable sequence of Category 1 events develops.

Note 2: All sanctioned competitions will strictly follow the class definitions and safety standards contained within Section 7.

Note 3: To be modified, Section 7 and Annexes require a 2/3 majority approval by the CIVL Plenary. Other documents may not require CIVL Plenary approval to be modified. If they do, a simple majority is needed.

## **1.2 Conjunction**

Section 7 is to be used in conjunction with the General Section (GS) of the Sporting Code. In the event of ambiguity, the General Section takes precedence.

## **1.3 General Section**

The following subjects are detailed in the General Section.

FAI authority - responsibilities	(Chapter 1)
Definitions	(Chapter 2)
Sporting Licences	(Chapter 3)
Sporting Events	(Chapter 4)
Control of sporting events	(Chapter 5)
Complaints, penalties, protests and appeals	(Chapter 6)
International Records	(Chapter 7)
Measurements, calculations and margins	(Chapter 8)

## **1.4 General Requirements for Hang Gliders and Paragliders**

### **1.4.1 Definitions of Hang Gliders, as per General Section.**

A glider capable of being carried, foot launched and landed solely by the use of the pilot's legs. The words "hang glider" cover all classes. These definitions take precedence over those given in the General Section.

#### **Hang glider classes:**

##### **Class 1**

Hang gliders having a rigid primary structure with pilot weight-shift as the sole method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they operate symmetrically. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

##### **Sport Class: a sub-class of Class 1.**

All gliders must meet the Class 1 definition above and in addition:

- They must be production models of hang gliders for which a certificate of airworthiness for type is in issue from either the HGMA, BHPA or DHV.
- Must be currently available for sale to the general public or have previously been available for sale for a minimum period of one year.
- Must be constructed of original parts only, except for retro-fitted streamlined uprights and base tubes supplied by the manufacturer.
- Must have a king post which is an essential part of the design and which supports the majority of the wing load when the wing is not flying.

**Class 2:**

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions solely by the use of the pilot's legs.

**Class 3**

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

**Class 4**

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

**Class 5**

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

**Note 1:** For Class determination see Chapter 17.

**1.4.2 Wheels and other Launch Aids**

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

- For competitions where launching is by tow, wheels, including those which are dropped immediately after take-off, may be permitted by the organisers provided it can be demonstrated that the hang glider complies with 1.4.1.
- Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

**1.4.3 Multiplace Gliders**

In 1st Category events gliders may only carry one person.

**1.4.4 Competition Flight Definitions**

1.4.4.1 XC Competition

Definitions are set out in the CIVL GAP document.

1.4.4.2 Accuracy Competition

Definitions are set out in S7C

1.4.4.3 Aerobatics Competition

Definitions are set out in S7B

**1.4.5 Task, Round, Run**

Cross Country pilots fly "tasks", Accuracy pilots fly "rounds", Aerobatic pilots fly "runs".

Throughout this document the word "task" may be used for "rounds" and "runs".

## **2 ORGANISING 1ST CATEGORY EVENTS**

### **2.1 World and Continental Championships**

First Category events are World Championships, Continental Championships and World Air Games. The purpose of the Championships is to provide safe, fair and satisfying contest flying in order to determine the World, Continental or World Air Games Champions, individuals and teams, and to reinforce friendship among pilots of all nations.

### **2.2 General Rules**

The general rules for First Category events are contained in the General Section and Section 7 Sporting Codes. Local Regulations are rules for a particular event and may not conflict with Section 7. See Chapter 6.1 for more information.

#### **2.2.1 Multiple Class Events**

If a championship is held with more than one class, each class shall be regarded as a championship in its own right. Minimum representation rules (below) apply for validity of each event.

### **2.3 Practical Guidelines for Championship Organisers**

CIVL has produced a multi-part document called Practical Guidelines for Organising CIVL/FAI Category 1 Championships, which is available for downloading, with other useful documents, from the CIVL website at <http://www.fai.org/civil-documents>, under Event Organisers. This should be consulted as part of the competition preparations. Other useful documents can be found at <http://www.fai.org/fai-documents>, under Organising an Event. The FAI document, Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sport Events, is issued directly to organisers of 1st Category events.

### **2.4 Bid Preparation & Procedures**

#### **2.4.1 Eligibility to Bid**

To be eligible, the NAC making the bid shall, as a minimum, have held a national championship or FAI Category 2 competition with a minimum entry of 50 pilots for Cross Country events or 30 pilots for Accuracy and Aerobatics events, on the proposed site(s) within the four years before the bid is received.

#### **2.4.2 Preliminary Bids**

It is recommended that a preliminary bid is received by CIVL three years before the proposed event but receipt of a preliminary bid will not preclude other NACs from submitting a full bid in accordance with 2.4.3.

#### **2.4.3 Detailed Bids**

The detailed bid shall be submitted to the CIVL President by December 1<sup>st</sup> prior to the CIVL Plenary at which it will be presented, which should be two years before the proposed event. Even in the case of previously 'un-awarded' championships, there must be at least a year between the bid and the event. Bid documents will normally be published as part of the Plenary Agenda, giving time for delegates to study the bid prior to its presentation. Full details of the bid documents and deadlines can be found on the CIVL website at <http://www.fai.org/civil-events/organising-events>.

#### **2.4.3.1      Airspace Confirmation**

Where airspace restrictions would limit competition flying and the bid organisers anticipate relaxation of these restrictions for the first category event, a letter from the relevant Civil Aviation Authority confirming this must be submitted with the bid.

#### **2.4.4            Screening of Bids**

All bids for Category 1 events must be assessed by the appropriate Committee with regards not only to safety, but to all aspects including the experience of the organising team and financial constraints. The Committee will give the organisers the opportunity to revise bid documents if necessary, prior to the final Plenary Agenda deadline. The Committee will give its recommendations on bids reviewed to the Plenary.

#### **2.4.5            Test Event**

Unless authorised by the Plenary or the Bureau, the Competition Organiser must arrange a test event on the proposed site one year before the Category 1 event and as close to the proposed Championship dates as is practical. CIVL shall appoint a Steward to attend the test event to provide advice to the organiser and to report on any organisational or site modifications required.

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

Competition Organisers of all test events are to apply for Category 2 status for these events.

### **2.5    General Event Organisation**

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#### **2.5.1   National Entry**

Pilots represent their NAC and must be entered with their NAC approval. A pilot unable to represent a NAC may be authorised to participate by the FAI and/or the CIVL Bureau. Such pilots are defined as FAI Participants. See General Section 3.1.3.5 and 4.5.1.

All entry applications must be made through the official website. All information required on the application form must be provided. Applications not validated by the NAC or its official representative will be disregarded.

After the start of the first task no change of pilot may be made.

#### **2.5.2   Individual Entry**

The number of pilots entered by a NAC may be higher than the number of pilots constituting a national team. Pilots that are not eligible to score for the national team are eligible to compete for the individual championship.

The composition of the National Team must be declared to the Meet Director at the latest before the pilots' briefing on the first championship task.

Current World and Continental Champions, male and female, shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.

No member of a NAC's organising team may also be a competitor in the championship.

#### **2.5.3   Guest Pilots**

In Continental Championships, if any places remain available at a date to be specified in the Local Regulations, entries from suitable pilots from other continental regions may be accepted by the organisers. Such pilots will have to fit the general qualification criteria of the competition and will be selected in their WPRS order with one female pilot accepted for every 4 men that are selected. If non-Continental pilots are accepted, they will be treated as Continental pilots, but will be

filtered out of the final results and there will be two sets of results published: an 'Open' list and a 'Continental' list for championships' purpose.

#### **2.5.4 Sporting Licence**

Each competitor shall hold a valid FAI Sporting Licence issued by the NAC he is representing or by FAI.

FAI Sporting Licences must be registered online.

FAI Sporting Licences will be checked online before the start of the competition.

#### **2.5.5 Minimum Representation**

For World Championships a minimum of 4 countries with a total of 8 competitors available to fly during the Championship is required for the title of Champion to be awarded; for Continental Championships, a minimum of 3 countries with a total of 8 competitors is required.

#### **2.5.6 Duration of Championships**

The total period of the Championships shall not exceed 14 days including the opening and the closing ceremony. Provision must be made within this period for competitors to complete all mandatory elements of the Championships. Competitors are subject to all rules relating to championship flying throughout this period, whether flying a task or not.

The opening and closing ceremonies are considered to be the official start and end of the championship.

#### **2.5.7 Extension of Flying**

In the event of continued bad weather, a task may be set on the day reserved for the prize-giving, in order to validate the Championship, but the total Championship period may not be extended.

#### **2.5.8 Official Practice Period**

A practice period of not less than two days immediately preceding the opening of the championship shall be made available to all competitors.

#### **2.5.9 Official Practice Task**

A task shall be set, flown and scored under competition conditions except that the scores shall not be counted in the Championship.

Unless specified in the Local Regulations, this task must take place after the mandatory safety briefing (see Chapter 9) and before the first scored competition task.

All competition staff must be present for this task as the aim is to fully test all aspects of the organisation as well as familiarise pilots with competition procedures.

If the task is cancelled due to bad weather, it is allowed not to have a practice task.

#### **2.5.10 Task Validity**

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

#### **2.5.11 Competition Validity**

##### **2.5.11.1 Cross Country Competition**

The sum of the daily winners' scores must be equal to or more than 1500 points. See Section 7A-5.

##### **2.5.11.2 Accuracy Competition**

At least 3 complete rounds must have been flown. See Section 7C-5.

#### 2.5.11.3 Aerobatics Competition

At least 2 runs must have been flown. See Section 7B-5.

### 2.5.12 Title of World or Continental Champion.

#### 2.5.12.1 Cross Country Competition

The Individual and Team winners are the pilot or team with the highest score at the end of the competition. See CIVL GAP 14.

#### 2.5.12.2 Accuracy Competition

The Individual and Team winners are the pilot or team with the lowest score at the end of the competition. See Section 7C-5.

#### 2.5.12.3 Aerobatics Competition

The Individual and Team winners are the pilot or team with the highest score at the end of the competition. See Section 7B-5.

### 2.5.13 Medals and Diplomas

Gold, Silver and Bronze medals shall be awarded to:

- Pilots placed first, second and third (full size medals).
- National team leaders placed first, second and third (full size medals).
- National team members placed first, second and third up to a maximum (small medals).

Diplomas shall be awarded to pilots placed first to tenth.

When a valid Women's Championship is run, and medals are awarded to women, diplomas are also awarded to women placed first to tenth.

The organiser is responsible for transportation and any customs costs.

The competition organiser may award further trophies and/or prizes.

### 2.5.14 Opening Ceremony

If the Ceremony is to be conducted in a large sports hall, hangar or town hall, for example, a suitable PA system must be available. If the Ceremony is to be held outside, a suitable PA system must be available, and an alternative indoor venue should be planned in case of bad weather.

The dignity of the ceremony must be kept in mind. Athletes must be properly dressed and refrain from carrying sponsor material and other paraphernalia.

The key organisers and CIVL officials should be introduced.

Speeches should be maximum five minutes in length and must be translated if not in English.

The highest FAI representative (usually the Jury President) should be given the opportunity to speak and to officially open the Championships. The official opening statement can be made in conjunction with a local VIP.

The FAI flag should be raised and the FAI anthem played.

The Ceremony may be preceded or followed by a Parade or photo opportunity where the National Teams can be seen with their national flags.

### **2.5.15 Award-Giving and Closing Ceremony**

To ensure consistency at all FAI 1st Category event ceremonies, and guarantee that minimum standards of dignity and protocol are adhered to, a standard format for Awards and Closing Ceremonies has been agreed.

See FAI document "Protocol for Award-Giving and Closing Ceremonies at FAI Championships".

## **2.6 *World Air Games***

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The General Rules for World Air Games largely follow the General Section and relevant subsections of the Sporting Code, but may be adapted to suit the logistics of the event. In case of conflict, the WAG General Rules will take precedence.

## **3 SANCTION FEES**

### **3.1 Amount of Fees**

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The sanction fee is payable prior to the start of the event. Fees are as follows:

Cross Country (at least 11 flying days scheduled)

Less than 50 pilots: €1700

51 to 80 pilots: €2800

81 to 120 pilots: €4200

121 to 150 pilots: €5100

PG Accuracy and PG Aerobatics:

Less than 50 pilots: €1100

51 to 80 pilots: €1700

81 to 120 pilots: €2600

121 to 150 pilots: €3300

### **3.2 Method and Timing of Payment**

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The top nation in the WPRS six months before the start of the championship shall be designated to pay its entry fees to the FAI and this will be held as a deposit. Any shortfall must be paid by the organiser prior to the start of the event. Any overpayment will be repaid to the Competition Organiser after the successful completion of the event.

The nation to pay its entry fees directly to FAI will be announced in the CIVL approved Local Regulations for the event.

### **3.3 Payment of Fees**

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

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

FAI CIVL bank account details:

Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH- 1002 Lausanne

Switzerland

Account name Fédération Aéronautique Internationale

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

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

## **4 RESPONSIBILITIES OF ORGANISERS & TEAM LEADERS**

### **4.1 Detailed Guidelines**

More detailed information on roles and responsibilities can be found in the document: Practical Guidelines for Organising CIVL/FAI Category 1 Championships, which is available for downloading, with other useful documents, from the CIVL website at <http://www.fai.org/civl-documents>, under Event Organisers, and on FAI website at <http://www.fai.org/events/fai-organising-events>. This should be consulted as part of the competition preparations.

### **4.2 The Competition Organiser**

After the Test Event the Competition Organiser must institute the changes requested by the Steward unless the Competition Organiser presents a written document explaining why these changes are undesirable.

The Competition Organiser must implement any safety recommendations of the CIVL Officers.

If the Competition Organiser does not implement the requirements, the Jury President may suspend the competition until such a time that the requirements are satisfied.

### **4.3 The Meet Director**

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

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

#### **4.3.1 Task Advisory Committee – XC Competition**

This shall be a small committee, which will include at least two pilots elected at the first Team Leader's meeting and one FAI Steward. Task setting and selection remains the ultimate responsibility of the Meet Director, but a task will not be flown without prior reference to the Task Advisory Committee. The Meet Director may replace a Task Committee member after consultation with the other committee members. This may be deemed necessary when a committee member is too late or otherwise not present.

### **4.4 The Safety Director**

The Competition Organiser shall appoint a Safety Director acceptable to the CIVL Bureau whose sole responsibility is safety not less than six months before the event. The CIVL Bureau must approve any change of Safety Director. A review of the suitability of the Safety Director should be made by the Steward after the practice event and the bureau may require a replacement Safety Director. The Safety Director must be fluent in both English and the local language. A permanent safety channel and separate telephone numbers must also be allocated for his use. The Safety Director must have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.

#### **4.4.1 Safety Director Responsibilities**

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

He should attend Safety Committee meetings and accept input from the Safety Committee.

In cross-country, he has a responsibility to attend Task Advisory Committee meetings, monitoring the setting of goals and routes. He is also responsible for checking that all pilots have reported back. In Accuracy, he has a responsibility to check especially wind speed at launch and target, and pilot separation.

The Safety Director should collect incident reports and discuss the incidents with the Steward, present the conclusions at the next pilot briefing and shall submit a consolidated and detailed report to CIVL within a month of the end of the competition.

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

#### **4.4.2 Safety Committee**

##### **4.4.2.1 XC Competition**

A Safety Committee must be formed and shall include a minimum of three pilots elected by the Team Leaders at the first team leaders briefing. The Safety Committee shall be responsible for evaluating all tasks and advising the Meet Director as to the safety of each proposed task prior to task briefing.

The Meet Director may replace a Safety Committee member after consultation with the other committee members. This may be deemed necessary when a committee member is late or otherwise not present.

The Meet Director and the Safety Director have the responsibility for determining safe or unsafe flying conditions, while the Safety Committee serves as a check and balance for safety considerations.

The ultimate responsibility for a pilot's safety lies with the decisions of the pilot himself and is not guaranteed by the actions or decisions of the Meet Director or the Safety Committee. All pilots have a duty to monitor the flying operations and report to the Meet Director when conditions become unsafe either on launch or on course.

This should be done using the phrases Level-1 (safe), Level-2 (strong) or Level-3 (Too strong), to avoid confusion.

No person may be a member of both the Safety Committee and the Task Advisory Committee.

##### **4.4.2.2 Accuracy Competition**

A Safety Committee must be formed. The Safety Committee's duty is to monitor the flying operations and report to the Meet Director when conditions become unsafe either on launch, on course or on the target. The Safety Committee should include: Meet Director or deputy, Launch Marshal or deputy, a senior member of the judging team and a minimum of two experienced participating pilots, no more than one of which may be from the host nation.

4.4.2.3 Aerobatics Competition

A Safety Committee must be formed and shall include three pilots elected by the pilots during the General Briefing from proposals put forward by the Meet Director.

## **4.5 Team Leader Responsibilities**

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### **4.5.1 Liaison**

Each team must have a Team Leader. A competing pilot can be a Team Leader. Nations with few pilots can be represented by the same Team Leader.

The Team Leader may be a competitor or crew but preferably should be additional to them.

If a national team has pilots flying from more than one site, the Team Leader may nominate a deputy for such sites.

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

### **4.5.2 Authority**

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

### **4.5.3 Accidents**

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

## **5 PREPARATION & REGISTRATION**

### **5.1 Programme and Facilities**

#### **5.1.1 Provision of information**

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

Programme of the championships with dates and times

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

#### **5.1.2 Entry fee package**

As a minimum the following should be included in the fee, when appropriate:

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

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

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

##### **5.1.2.1 Accuracy Competition Transport**

Transport of gliders and pilots between HQ or pre-determined pick up point and the take-off site on each flying day should be included in the fee.

#### **5.1.3 Website**

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

#### **5.1.4 Headquarters**

The competition headquarters, all pilot information, maps and any GPS uploads must be prepared before registration is scheduled to commence.

### **5.2 Registration and Scrutineering**

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#### **5.2.1 Reporting**

On arrival at the championships site each Team Leader and his team members shall report to the Registration Office to complete their entry forms, have their documents checked and to receive any supplementary regulations and information.

#### **5.2.2 Ceremonies**

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

#### **5.2.3 Insurance**

Documentary proof of insurance as specified by the Competition Organiser on the entry form or in the Local Regulations shall be made available to the organisers before starting to fly from the competition site.

#### **5.2.4 Contest Numbers**

The Competition Organiser may allocate numbers or letters to each competing glider. Helmet stickers may also be required. Their placement will be specified in the Local Regulations. Failure to display numbers as required is a technical offence and may be penalised accordingly. It is not allowed to have a second number on the glider in addition to the official competition number.

#### **5.2.5 Glider acceptance check.**

All gliders must be made available to the Competition Organiser during the period of registration, for an acceptance check, in the configuration in which they will be flown. After the opening of the launch window on the first scheduled competition day or the first competition flight of the first round on the first scheduled day no change of pilot or glider may be made except as specified under the conditions Damage to a competing glider (see relevant subsections).

## **6 LOCAL REGULATIONS**

### **6.1 Local Regulations and Hierarchy**

These are the rules for a specific event prepared by the Competition Organiser to supply additional information and rules to team leaders and pilots. They are to be used in conjunction and must not conflict with the General Section and Section 7 of the FAI Sporting Code. They should also cover those areas where Section 7 or the General Section give discretion or a choice in the rule. The hierarchy of rules is that Section 7 takes precedence over the Local Regulations and the General Section takes precedence over Section 7.

### **6.2 Format and Template**

Local Regulations for a Category 1 Championship and the Test Event prior to the Category 1 Championship, must use the order and format provided in the template in the appropriate Appendix of the relevant subsections, so that team leaders and pilots become familiar with a consistent layout and order of content.

### **6.3 Approval and Publication**

The Local Regulations shall be approved by CIVL and not subsequently changed, except under the conditions stated below. In the approval process for the Local Regulations, CIVL should involve the appropriate committee and the steward who will be working at the event.

Local Regulations should be submitted to CIVL 8 months prior to the event, and approved and published at least 6 months prior.

Once approved, the Local Regulations will be published on the CIVL website and CIVL Delegates will be notified. The Competition Organiser should, as a minimum, publish on his website a link to the approved Local Regulations. Any version of the Local Regulations published by the Competition Organiser before approval by CIVL must display a clear and prominent statement to that effect.

### **6.4 Entry Requirements and Local Regulations**

The entry requirements form a part of the Local Regulations and may be approved and published earlier than the final Local Regulations in order to give pilots and NACs maximum time to prepare. The same approval procedure should be followed prior to publication of entry requirements. The Competition Organiser may additionally send this documentation direct to FAI member associations.

The organiser may also supply competitors with supplementary information on arrival at the championship site but the CIVL Bureau must have approved any matter intended to have the force of a competition rule as a minimum.

#### **6.4.1 Changes to Local Regulations**

The Competition Organiser shall make any changes to Local Regulations which are necessary to comply with rule changes published in the Sporting Code between the date of approval (by CIVL) of those regulations and the start of the Championship.

Any further additions or amendments to the published Local Regulations shall be announced by the Meet Director after discussion with the Steward, Jury and Team Leaders. Such changes might include, for example, adjustments to task parameters, policy on rest day, programme timings etc. If changes are made after the event has started, they shall not be applied retrospectively.

## FAI Sporting Code, Common Section 7 - 1<sup>st</sup> May 2016

For necessary changes to S7 rules (for safety reasons, for example), or to the Local Regulations that put them in conflict with S7 rules, agreement of the Meet Director, Jury and 2/3 of the Team Leaders present at the meeting, is required.

## **7 OPERATIONAL ASPECTS**

### **7.1 Pilots' Briefing**

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

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

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

All briefings must be conducted in English.

### **7.2 Team Leaders' Meetings**

In XC, communication between the organisers and competitors is normally through Team Leaders meeting, although pilots normally attend a daily task briefing also. In Aerobatics, all pilots must attend the morning briefing. In Accuracy, pilots may attend with Team Leaders at the morning briefing.

Typically, these meetings review the previous day's flying, report on any incidents or safety issues, and provide logistical and weather information for the day ahead. It is also the opportunity for Team Leaders to raise any issues.

Team Leaders Meetings are held at the Meet Director's initiative but shall also be held within 18 hours if five or more Team Leaders request a meeting with the Organisation.

#### **7.2.1 First Team Leaders Meeting**

The Meet Director shall hold a Team Leaders' Meeting before the start of the first task/round/run of the competition. Typically, this meeting is held after the Mandatory Safety Briefing. Logistical, operational and safety aspects may be emphasised encouraging Team Leaders to ensure their pilots understand, especially those with limited English and/or new to Category 1 competitions. Any issues arising from the Mandatory Safety Briefing can also be addressed or finalised.

### **7.3 Operational Regulations**

#### **7.3.1 Compliance with the law.**

Each competitor is required to conform to the laws of the country in which the Championship is held. This includes rules of the air

#### **7.3.2 Unsporting Behaviour**

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

#### **7.3.3 Airworthiness.**

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

### **7.3.4 Damage to a Competing Glider**

See relevant subsections.

### **7.3.5 Scoring, Penalties, Complaints, Protests**

See relevant subsections.

### **7.3.6 Measurement of Distance**

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

### **7.3.7 Pre-flyers**

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

### **7.3.8 Test Flying**

No competitor may take-off during a competition day from the competition site without the permission of the Meet Director. This may be given for test flying.

#### **7.3.8.1 Accuracy Competition Test Flying**

When test flying, pilots must not attempt to make a target approach. The Meet Director may also allow competition pilots to fly to the landing field when the competition has been stood down but pilots should not attempt a target approach.

### **7.3.9 External Aid to Competitors**

As far as possible, the contest shall be between individual competitors, neither helped nor controlled by external aids.

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

In Accuracy, coaching pilots to the target by radio or other external aid is forbidden.

## **8 PRE-FLYERS (WIND DUMMIES) & OTHER FLYERS**

### **8.1 Objective**

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

### **8.2 Timing of Flights**

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

### **8.3 Limit of Flights**

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

### **8.4 Status and Expertise**

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

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

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

### **8.5 Other Flyers**

#### **8.5.1 Free Flyers**

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

#### **8.5.2 Media**

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

#### **8.5.3 Air Marshals**

Where air marshals are appointed for a Championship they must fulfil the same eligibility criteria as are required of pilots.

### **8.6 Meet and Safety Directors**

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

## **9 FLIGHT SAFETY**

### **9.1.1 Safety Briefing**

It is mandatory for all pilots to attend the Safety Director's briefing (4.4.1) prior to the commencement of flying; pilots who fail to do so will not be allowed to compete.

### **9.1.2 Dangerous Flying Conduct**

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

### **9.1.3 All Flying Banned**

Both the Meet Director and the Safety Director have the power to ban flying from the site if a task or day is cancelled due to dangerous conditions.

### **9.1.4 Pilot Competence**

Both the Meet Director and the Safety Director have the power to exclude from the Championship pilots who demonstrate a lack of the necessary skills for safe launching, flight or landing. The steward will be consulted before such decision is taken.

### **9.1.5 Fitness**

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

### **9.1.6 Drugs**

Performance enhancing drugs are prohibited. Refer to General Section 3.11.2. See also <http://www.fai.org/cimp-anti-doping-programme>

### **9.1.7 Pilot Equipment**

Detailed rules on standards for helmets, reserve parachutes, glider conformance and other equipment are provided in the relevant subsections.

The purpose of these standards is to ensure a certain minimum level of structural integrity and pilot safety in all classes of hang gliders and paragliders and associated equipment.

CIVL recognises that some pilots will choose to trade performance, cost, comfort, convenience, etc. over safety in their choice of personal safety equipment. The results of accidents and injuries affect not just the pilots that may injure themselves due to lack of protection, but friends and family, and the sport as a whole. History shows us that injuries could have been prevented with simple means of better personal protection. E.g. crushable foam in helmets. CIVL also recognises the fact that pilots are personally responsible for their own and others' safety at all times, both in competition and free flying. No rules or equipment can prevent accidents when human factors are involved in decision making. However certain safety equipment can in some cases prevent severe injuries without incurring major negative factors for pilots. E.g. parachutes. CIVL will therefore mandate the use of some personal safety equipment, and will set minimum standards of that equipment where needed.

### **9.1.8 Pre-flight Check**

Each glider shall be given a pre-flight check by its pilot, and may not be flown unless it is serviceable. Pilots shall ensure that they have a proper hang check, leg loop check and/or no twists in the risers/lines, immediately prior to launch.

**9.1.9 Maximum Wind Speed**

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

**9.1.10 Emergency Medical Provisions**

In Cross-country, an English speaking emergency doctor or medical technician with proper equipment must be available at take-off and at a strategic location during the task. A helicopter with rescue equipment must be available. The normal expected response time shall be announced in the bid and stated in the Local Regulations.

In Accuracy and Aerobatics, an English speaking emergency doctor or medical technician with proper equipment must be available at take-off and at the target. Local Regulations will state response time for evacuation by ambulance to hospital or specialist medical centre. Helicopter evacuation is not mandatory, but if available, the Local Regulations will state the response times.

**9.1.11 Action in the Event of a Casualty or Serious Accident**

The Competition Organiser and Meet Director shall follow the procedures outlined in the FAI document "Guidelines in the Event of a Casualty or Serious Accident at FAI Airsports Events" which is sent to all Category 1 Competition Organisers by the FAI office.

## **10 GENERAL SAFETY MEETING**

### **10.1 General**

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

The meeting could be scheduled at two different times before the competition starts, to allow some flexibility in individual schedules. In exceptional circumstances, the Safety Director may brief a pilot individually, providing it is before the opening of the first task window.

### **10.2 Safety Meeting Topics**

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

#### **10.2.1 Equipment**

##### **10.2.1.1 Gliders**

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

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

##### **10.2.1.2 Harnesses**

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

##### **10.2.1.3 Parachutes**

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

##### **10.2.1.4 GPS units**

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

#### **10.2.2 Communications**

##### **10.2.2.1 Numbers & Frequencies**

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

##### **10.2.2.2 Rescue Procedures**

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

#### 10.2.2.3 Procedures for pilots observing an accident.

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

### **10.2.3 Site Requirements and Conditions**

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

#### 10.2.3.1 Physical Aspects

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

#### 10.2.3.2 Launch Procedures

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

#### 10.2.3.3 Conditions

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

## **10.3 Personal Health Matters**

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

### **10.3.1 Rest and Nutrition**

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

### **10.3.2 Hydration**

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

#### ***10.4 Airspace and Other Hazards***

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

## **11 GUIDELINES FOR ASSISTANCE TO A PILOT IN DANGER**

All pilots must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!"

A pilot witnessing any kind of accident must try to inform the Competition Organiser as soon as possible using the safety radio frequency.

It is recommended that all pilots have first aid qualifications.

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

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

### **11.1 Rescue Actions in Competition**

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#### **11.1.1 The Objective:**

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

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

#### **11.1.2 Organisation Duties:**

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

#### **11.1.3 Obligations of the Injured Pilot**

If he is physically able, the pilot must:

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

#### **11.1.4 Obligations of Pilots Witnessing an Accident**

If at all possible, the pilot must:

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

### **11.1.5 Waiting for the Organisation Decision and then**

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

### **11.1.6 If Radio Contact with the Organisation is Impossible**

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

### **11.1.7 Further Information to give to Organisation on Reaching the Injured Pilot**

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

### **11.1.8 Protect & Rescue the Injured Pilot**

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

### **11.1.9 Once Discovered**

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

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

## **12 PARTICIPANT INCIDENT POLICY**

### **12.1 Policy**

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

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

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

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

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

The guidelines below are provided for such abusive behaviour.

### **12.2 Procedure**

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

### **12.3 Lesser Offences**

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

Punishment (in order of severity):

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

### **12.4 Serious Offences**

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

#### **12.4.1 Punishment**

in order of severity:

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

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

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

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

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

## **13 STEWARDS AND JURY**

### **13.1.1 Powers and description**

These are detailed in the General Section.

### **13.1.2 Appointment of Stewards.**

Unless specifically authorised by the CIVL Bureau, CIVL shall appoint one or more stewards in consultation with the event organiser according to the needs of the championship. Stewards shall be of different nationalities, and not that of the organiser. However, in the event of the last-minute absence of an appointed steward, a replacement of any nationality, and acceptable to the President of the Jury, may be appointed.

### **13.1.3 International Jury**

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

### **13.1.4 Authority of Stewards**

On the steward role, power and responsibilities, see the CIVL Steward Handbook.

The steward cannot override the decisions of the Meet or Event Director, but the steward should point out that his/her actions may fail under a protest.

### **13.1.5 Authority to Stop Event**

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

### **13.1.6 Funding of Jury and Stewards**

#### **13.1.6.1 By the Organiser**

The Competition Organiser is responsible for travel, accommodation, meals and refreshments for the international jury and steward(s). At organiser discretion alcoholic beverages can be excluded from food expenses.

Travel shall be arranged after consultation and agreement with FAI officials. The minimum standards to be provided at the event are:

An individual room in the equivalent of 2 star hotel, with air conditioning, when available, should the temperatures be above 30°C.

Suitable dedicated transport for the Jury and Steward(s) must be provided. This transportation will consist of two vehicles in proper working order unless the Steward of the test event deems otherwise. This transport will be insured in full for accidental damage liability or the Organiser will indemnify the jury and stewards in respect of such costs.

The organiser is also responsible for these costs for the steward at the test competition and may be required to fund the cost of an extra visit by the steward, or another suitable person appointed by the Bureau. This additional visit will be authorised by the Bureau where it is necessary to confirm that matters, identified as essential after the test event, have been properly dealt with.

13.1.6.2 By CIVL

CIVL is responsible for payment to the steward at 1st Category events and authorised test events of €50 per scheduled competition day, up to a maximum of 16 days, including up to two days prior to the start if the event. These payments are to be made after a correctly completed expenses form is submitted to the FAI Secretariat and approved as required by current CIVL procedures.

13.1.6.3 Equipment

The Competition Organiser is responsible for providing:

- one radio compatible with competition frequencies to Jury and each steward;
- one cell 'phone compatible with the local system, when needed, to each juror and steward.

## **14 ADVICE ON PREPARING A PROTEST**

The current version of the FAI Jury Handbook and CIVL Jury Annex contains comprehensive instructions on the procedures involved when a protest is submitted at a 1<sup>st</sup> Category Championship. These notes are intended as a guide to Team Leaders or individuals preparing protests.

### **14.1 Hierarchy of Rules**

The hierarchy of rules will be:

FAI General Section.

Section 7, i.e. this book and relevant subsections and Annexes.

The Local Regulations.

Any supplementary notices issued subsequently which may have had an effect upon the published rules.

### **14.2 Procedure**

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

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

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

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

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

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

The protest should finish with signature, date and time.

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

(a) The reason you believe the decision or penalty is wrong (quoting Rule numbers if they support the case). E.g. it may be that you believe another pilot has been treated differently in similar circumstances.

(b) Any witnesses you believe will support your version of events.

- (c) Any mitigating factors.

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

### ***14.3 Jury Action***

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

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

### **15.1 General Rules**

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#### **15.1.1 Conflict**

The rules for Second Category events shall be based as far as appropriate on those for 1<sup>st</sup> Category events and must not conflict with them in principle. It is underlined that NACs are responsible for managing the sport in their own territories and have the local knowledge to do so. Therefore, NACs are best placed to make judgements on which rules are appropriate for their events. 2<sup>nd</sup> Category organisers should make their own decisions within this framework.

2<sup>nd</sup> Category events that are also test events for 1<sup>st</sup> Category events shall be based as far as possible on 1<sup>st</sup> Category event rules and sample Local Regulations except for the requirement for entry requirements and those for additional FAI officials. Organisers should be familiar with all aspects of Section 7. Test events are run to make sure that they are aware of the requirements applicable to a Category 1 championship and that they can cope with them.

#### **15.1.2 Language**

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

#### **15.1.3 FAI Authority**

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

#### **15.1.4 Type of Event**

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

Multiple competitions for the same FAI Class in the same location with overlapping dates will not be accepted as 2nd Category events, except where the multiple competitions are different sub-classes PG (Open, Serial, Sport) or HG (Class 1, Sport) and the total number of pilots competing in all the sub-classes does not exceed 150 pilots.

#### **15.1.5 Sporting Licence**

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

#### **15.1.6 World Pilot Ranking Scheme**

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

## **15.2 Requirements**

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### **15.2.1 NAC Authority**

Only events which have the approval of the NAC of the Competition Organiser may be sanctioned as Category 2. If the event is to be held in the territory of another NAC, then the Competition Organiser must also obtain authorisation from that NAC. Written proof of this authorisation must be submitted to FAI/CIVL with the application form.

### **15.2.2 Application for Sanctioning**

The Competition Organiser must provide the following a minimum of 30 days before the event inscription:

- A completed application form to the CIVL Competition Coordinator.
- The sanction fee (15.4) to the FAI together with a copy of the application form.
- URL or e-mail address for international entries and details of fee payment method.

The Sanction Fee must be paid at the same time the Application Form is sent. Proof of payment must be included in the Application Form. All bank and transfer costs are paid by the organisers.

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

### **15.2.3 Reserve Dates**

A Competition Organiser may specify a second set of dates, the reserve dates for the competition. These may be used if the Competition Organiser postpones the competition prior to the event taking place, or if it was not possible to start any tasks during the event (i.e. no pilots launched under competition conditions). The Reserve Dates will be displayed on the FAI event calendar in addition to the primary Competition Dates. This is subject to the following conditions:

The Competition Organiser notifies the CIVL Competitions Coordinator as soon as the competition is postponed, and at the latest within 48hrs of the end date of the competition. (This is so the FAI calendar is updated to show that the Reserve Dates are now the actual Competition Dates)

Any pilot who is unable to attend the reserve rates is entitled to a refund of a minimum of 80% of any entry fee paid. The refund policy shall be stated in the entry regulations for the event.

### **15.2.4 Re-scheduling**

If an event is cancelled and all the pilots are given the opportunity to get their money back, it may be re-scheduled provided that the minimum 30days notice is given. The time period is measured from the start of the competition.

## **15.3 International Participation**

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

## **15.4 Sanction Fee**

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The sanction fee for any 2nd category event is the equivalent of 1.5 entry fees (the pilot-participation fee, inclusive of such compulsory 'extras' such as lift-passes, etc., but exclusive of accommodation). The sanction fee is payable in euros and shall be a minimum of €50 to cover administrative costs.

If an organiser of a 2nd Category event is found not to have checked each competitor's FAI Sporting Licence a warning letter will be sent by CIVL to the NAC for the first offence and for any subsequent offences a financial penalty will be imposed; this will be that the sanction fee will be doubled for the next sanction application from that country.

#### **15.4.1 Payment of Fees**

FAI CIVL bank account details:  
Crédit Suisse Private Banking  
Rue du Lion d'Or 5-7  
Case postale 2468  
CH- 1002 Lausanne  
Switzerland

Account name Fédération Aéronautique Internationale  
Account Number (Euro): 0425-457968-32-6  
IBAN Code: CH63 0483 5045 7968 3200 6  
SWIFT/BIC Code: CRESCHZZ80A

### **15.5 Validation**

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#### **15.5.1 Minimum Numbers**

##### 15.5.1.1 XC Competition

Paragliding and Hang gliding Class 1: The minimum number of competitors required to validate a 2nd Category event shall be no less than 10 pilots.

Hang gliding Class 2, Class 5 and Sport Class: There is no minimum number.

##### 15.5.1.2 Accuracy Competition

The minimum number of competitors required to validate a 2nd Category event shall be no less than 8 pilots.

##### 15.5.1.3 Aerobatic Competition

The minimum number of competitors required to validate a 2nd Category event shall be no less than 10 pilots.

#### **15.5.2 Maximum Numbers**

The maximum number of pilots must not exceed 150.

#### **15.5.3 Tasks & Validation**

All competitors shall be set the same tasks, from the same sites on the same days.

##### 15.5.3.1 XC Competition

The minimum number of tasks required to validate a 2nd Category event is one scored task.

##### 15.5.3.2 Accuracy Competition

The minimum number of rounds required to validate a 2nd Category event is one scored round.

### 15.5.3.3 Aerobatics Competition

The minimum number of runs required to validate a 2nd Category event is two scored runs.

## **15.6 Results**

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### **15.6.1 Deadline for Provision**

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

### **15.6.2 Format of Results**

All results should have the CIVL ID number for each pilot recorded. The following formats are acceptable for input to the WPRS:

- FSDB file from FS
- An Excel format (.xls or .csv) file with the results in the following order:
- Name (First name followed by family name) Nation (IOC abbreviated codes) Total (score) FAI\_licence (number) CIVL\_Pilot\_ID
- PDF files are not acceptable.

### **15.6.3 Task Dropping**

Results of competitions which drop tasks will be uploaded using the full number of tasks flown to determine the Ta factor. If a competition organiser drops an entire task for all pilots this is effectively an invalid task and will not be counted towards Ta in the WPRS formula.

### **15.6.4 Responsibility**

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

### **15.6.5 Finality of Results**

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

## **15.7 Complaints, Protests and Appeals**

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### **15.7.1 Complaints and Protests**

The method and timing limits for complaints and protests shall be stated in the local regulations and be in accordance with the FAI General Section.

### **15.7.2 Appeals**

The rights of Appeal to the FAI. are defined in Chapter 9 of the General Section and any such appeals should be directed through the NAC of the pilot concerned, except where GS states otherwise.

### **15.8 Safety**

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

## **16 THE WORLD PILOT RANKING SYSTEM**

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

Each ranking is calculated from the results of FAI sanctioned competitions using the current WPRS formula to give each pilot ranking points.

Nation rankings are calculated by aggregating the individual WPRS points of a specified number of pilots from each nation.

Rankings are also currently produced by Continent. See: <http://civlrankings.fai.org/>

## **17 CLASS DETERMINATION FOR HANG GLIDERS**

### **17.1 *The Class Determination Working Group (CDWG)***

The CDWG is a temporary Working Group of CIVL. It shall consist of 3 members appointed by CIVL Bureau.

The role of the CDWG is to continue the process of ensuring that practical and effective procedures for the determination of class are in place and to make recommendations on the status of particular models of hang glider when requested or otherwise considered necessary. The following rules and guidelines are intended to provide procedures for manufacturers and the CDWG in determining the class of hang gliders.

### **17.2 *Background***

The definition of hang gliders includes the requirement that it be capable of being foot launched and landed consistently in nil wind.

The reason for this requirement is to preserve the lightweight and simple nature of the class. Weight is the ultimate factor limiting performance, so this requirement helps create a level playing field while allowing reasonable design development. In order for a glider to be classified as a hang glider by the CDWG, it must be observed to be launched and landed repeatedly in nil wind. Hang gliders with aerodynamic controls that cannot pass this requirement are Class 4 gliders.

### **17.3 *Manufacturer Procedures***

Manufacturers with a new design that they wish to enter into a CIVL sanctioned competition must contact the CDWG. The CDWG will either accept a videotape demonstrating the required take-offs and landings or the manufacturer may choose to demonstrate the procedure for a CDWG member or appointee. Evidence submitted solely by videotape will be ruled by CDWG. Evidence from an independent CDWG member witness or an appointed witness will be reviewed in a timely fashion. When it is submitted, it is suggested that two weeks be allowed for proper review.

### **17.4 *Videotape Requirements***

Videotape submitted as the sole proof of nil wind capabilities (i.e. there is no official CDWG witness) must include the following:

- A continuous film of each flight including take-off and landing shot from the landing area. A total of two flights demonstrating safe take-offs and landings must be shown. Both take-offs and landings must be clearly visible on the videotape. Note: the use of flaps is allowed at any point in the flight.
- The slope of the take-off must be shown by filming the slope perpendicular to the fall line with the horizon or a visible level as reference. A normal lens setting should be used for at least part of the shooting.
- The wind streamers near the take-off and near the landing must be clearly shown in the same continuous video as the take-off and landing. It is suggested that the cameraman zoom in or walk to the streamer while filming.
- Still photos of two landings with a date and time stamp (data back camera) must be submitted along with the videotape as evidence that the flights occurred successively within a reasonable time period.

### **17.4.1 Further Requirements**

#### **17.4.1.1 Nil Wind**

For the purposes of demonstration, “nil-wind” shall mean a headwind of less than 1 m/s (3.6 km/h; 2.2 mph).

#### **17.4.1.2 Launch Angle**

The maximum angle of the launch slope is 30° from the horizontal.

#### **17.4.1.3 Streamers**

A light material strip such as Nylon or surveyor’s tape or lengths of yarn must be used as streamer material to indicate nil wind (see 1.5). The streamer material must be free from the staff, which can be accomplished by slanting the staff. By definition, slight stirring of the streamer is allowed. We suggest lifting and dropping the streamer to prove it hasn’t been artificially stiffened.

#### **17.4.1.4 Foot Launch**

Take-offs and landings, to be successful, must occur solely on the pilot’s feet with no part of the glider touching the ground except a wing tip and/or the rear end of the keel (or tail if so equipped).

#### **17.4.1.5 Glider Weight**

The manufacturer must declare the weight of the glider as tested. The manufacturer must submit an affidavit stating the maximum weight of the glider to be used in competition. In addition the wing dimensions including span, root chord, tip chord (measured at the most outboard point where both the trailing edge and leading edge are straight) and area. New editions of a design which change wing loading must be re-examined.

### **17.4.2 Witness Requirements**

If a CDWG member witness is used, no videotape is necessary, but a written report describing the two take-offs and landings as being successful must be made by the witness. This report must include the take-off slope angle and the wind observed. Accompanying videotape is desirable. The manufacturer is responsible for all expenses of the witness, including travel, lodging and food. Note: this procedure can take place at any agreed upon site.

If an appointed witness is used, a written report must be made and videotape fulfilling the requirements of 16.4 must be submitted.

Note: the advantage of this procedure is that it can take place anytime suitable arrangements can be made for an appointed witness to be present.

### **17.4.3 Committee Responsibilities**

The CDWG will meet at the CIVL plenary meeting and rule on any outstanding requests. The CDWG will rule on witnessed submissions between plenary sessions in a timely fashion. At least one member must view submitted videotape or the flights in this case.

### **17.4.4 Fairings**

Fairings are allowed only in Class 2 gliders. For the purposes of this document a pilot fairing is a streamlined structure rigidly attached to the glider frame, partially or fully enclosing that pilot and as much as practical the surrounding structures. The shape of the fairing is designed to minimise the contribution to the total parasitic drag of the glider, the pilot and the pilot surrounding structures. Windscreens fairing the pilot’s head that are not directly attached to a helmet are not allowed.

## GLOSSARY OF TERMS AND ABBREVIATIONS

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

### Alphabetical

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

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GNSS	Global Navigation Satellite System (Generic term for all systems such as the Russian GLONASS and the US GPS)
GPS	Global Positioning System (US GNSS System presently managed by the Department of Defense)
GPS (2D)	GPS model whose track log does not include altitude coding.
GPS (3D)	GPS model whose track log includes altitude coding.
GS	The General Section of the FAI Sporting Code
Height	The vertical distance from a given height datum such as the take-off place. See also 'QFE', and 'Altitude'.
HG	Hang Glider
Homologation	The validation of a Flight Performance by an NAC or FAI for record purposes. Also the process of approving a particular model of glider for competition purposes.
Host	When used in conjunction with NAC this refers to the NAC in whose territory the event is run.
hPa	Hecto Pascal (Pressure unit, equal to a millibar)
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation (HQ in Montreal, Canada)
International Standard Atmosphere (ISA)	The ISA to be used for FAI matters is given in ICAO Document 7488 tables 3 and 4. It assumes a temperature and pressure at sea level of 15°C and 760 mm of mercury (or 1013.25 mb/hPa), and a constant temperature lapse rate from sea level of 6.5°C per 1000 m (1.98°C/3.56°F per 1000 ft) rise in height, up to a height of 11,000 m (56.5°C) which is assumed to be the Tropopause, above which constant temperature is assumed. Pressure figures from this ISA are used in calibration of barographs, because although the real atmosphere varies from day to day, for calibration purposes a set of internationally agreed figures are needed so that all calibrations are to the same datum, whether or not such figures correspond to 'true' height on a given day. A similar principle is used in calibrating pressure altimeters for aircraft, so that all aviation activities have a common standard of pressure height indication in the cockpit.
ISA	International Standard Atmosphere
MD	Meet Director, also known as the Event Director and referred to in GS Chapter 4 as such
min	Minute, unit of time (UT), compared to 'arcmin' which is 1 minute of angle
m/s	Metres per Second
MSL	Mean Sea Level
NAC	National Airport Control
O	(FAI Class) - Hang Gliders and Paragliders
O&R	Out and Return
OO	Official Observer
PA	Paragliding Accuracy
PG	Paraglider
QFE	Pressure Setting which indicates zero altitude when at airfield height
QNH	Pressure Setting which indicates height above sea level
SD	Safety Director
S7	Section 7 of the FAI Sporting Code i.e. this section. Also sub-sections 7A to 7D.
Shall	See under 'Wording'
Should	See under 'Wording'
Space	Above the earth's atmosphere, in earth orbit or above
Sprog	A strut, outboard of the wing, which supports an area of the sail on a flexwing hang glider. Sometimes referred to as a "wash out rod" or "anti dive stick or strut" in the past.

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TAS	True Air Speed
TL	Team Leader
TP	Turn Point, also see WP, Waypoint
Tracklog	The record of a flight produced by a GPS
Tracklog point	The individual components of a tracklog
UT	UTC to the local hour convention
UTC	Universal Time Co-ordinated (ex-GMT)
Validation	An act of ratification or official approval. In FAI terms, the act of approving a Flight Performance (or an element of one such as reaching a Turn Point) for FAI purposes.
Verification	The process of checking and assembling evidence with a view to validating a Flight Performance
Vs	Stalling Speed
WAG	World Air Games
WP, Waypoint	A generic term for either a start, turn or finish point claimed as part of a flight performance.
WPRS	A CIVL designed and administered system of ranking pilots from FAI sanctioned competition results.
WGS 84	See under 'Geodetic Datum'
Wording	The use of "shall" and "must" implies that the aspect concerned is mandatory; the use of "should" implies a non-mandatory recommendation; "may" indicates what is permitted and "will" indicates what is going to happen. Words of masculine gender should be taken as including the female gender unless the context indicates otherwise. <i>Italics are used for explanatory notes.</i>
WPRS	World Pilot Ranking Scheme. A CIVL designed and administered system of ranking pilots from FAI sanctioned competition results.

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