

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE



SPORTING CODE

**SECTION 7
CLASS 0**

**HANG GLIDERS and PARAGLIDERS
CLASSES I / II / III / IV / V**

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

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

1 FAI Statutes, chapter 1, para. 1.6

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

3 FAI Statutes, chapter 1, para 1.8.1

4 FAI Statutes, chapter 5, para 5.1.1.2; 5.5; 5.6 and 5.6.1.6

5 FAI Bylaws, chapter 1, para 1.2.1

6 FAI Statutes, chapter 2, para 2.3.2.2.5,

7 FAI Bylaws, chapter 1, para 1.2.3

8 FAI Statutes, chapter 5, para 5.1.1.2; 5.5; 5.6, 5.6.1.6

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

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

11 FAI Statutes, chapter 5, para 5.6.3

12 FAI Bylaws, chapter 1, para 1.2.2

TABLE OF CONTENTS

1	INTRODUCTION.....	15
1.1	Description.....	15
1.2	Conjunction.....	15
1.3	General Section.....	15
1.4	General requirements for hang gliders.....	15
1.4.1	Definitions of hang gliders, as per General section.....	15
1.4.1.1	Hang glider classes.....	15
1.4.2	Start of hang glider flight.....	16
1.4.3	Powered hang gliders.....	16
1.5	Flight Definitions.....	16
1.5.1	A flight.....	16
1.5.2	Free flight.....	16
1.5.3	Flight performance.....	16
1.5.4	Uncompleted flight.....	16
1.5.5	Types of flight.....	16
1.5.5.1	Distance flight:.....	16
1.5.5.2	Goal flight:.....	16
1.5.5.3	Duration flight:.....	16
1.5.5.4	Height flight:.....	16
1.5.5.5	Altitude flight:.....	17
1.5.5.6	Gain of height flight:.....	17
1.5.5.7	Speed flight:.....	17
1.5.6	Courses.....	17
1.5.6.1	Declared Course:.....	17
1.5.6.2	Closed circuit course:.....	17
1.5.6.3	Lap:.....	17
1.5.7	Start of a flight.....	17
1.5.7.1	Launch/Take-off:.....	17
1.5.7.2	Take-off place:.....	17
1.5.7.3	Start Point/Departure point:.....	17
1.5.7.4	Start time:.....	17
1.5.7.5	Start altitude:.....	17
1.5.7.6	Point of Release.....	17
1.5.7.7	Start line:.....	17
1.5.7.8	Ground Signal:.....	17
1.5.7.9	Types of start:.....	17
1.5.7.10	Start Sector:.....	18
1.5.8	Turnpoint.....	18
1.5.8.1	Rounding the turn point:.....	18
1.5.8.2	Turnpoints Sectors.....	18
1.5.9	Control point.....	18
1.5.10	Designated sequence.....	18
1.5.11	Position check point.....	18
1.5.12	Finish of flight.....	18
1.5.12.1	The Landing.....	18
1.5.12.2	Landing place:.....	18
1.5.12.3	Finish point:.....	18
1.5.12.4	Finish line:.....	18
1.5.12.5	Crossing the Finish Line.....	18
1.5.12.6	Finish Sectors.....	18
1.5.12.7	Finish time:.....	18
1.5.12.8	Target landing:.....	18
1.5.12.9	Another method.....	18
2	FAI PROFICIENCY BADGES.....	19
2.1	Description.....	19
2.2	Requirements.....	19
2.2.1	Delta Bronze Badge.....	19
2.2.2	Delta Silver Badge.....	19
2.2.3	Delta Gold Badge.....	19
2.2.4	Delta Diamonds.....	19
2.2.5	Eagle Bronze Badge.....	19
2.2.6	Eagle Silver Badge.....	19

2.2.7	Eagle Gold Badge.....	19
2.2.8	Eagle Diamonds	19
2.3	Special conditions	19
2.4	Issue of badges	20
2.5	Barograph	20
2.6	Sporting licence requirements for badge flights.....	20
3	WORLD AND NATIONAL RECORDS	21
3.1	General rules	21
3.2	Classification of records	21
3.2.1	General category	21
3.2.2	Multiplace category	21
3.2.3	Feminine category	21
3.2.4	Pilot in command	21
3.3	Classes of hang glider	21
3.4	Types of records.....	21
3.5	Special requirements	21
3.5.1	Advance notice.	21
3.5.2	Exceptions.	21
3.5.3	Breaking records	21
3.5.4	Triangle courses	22
3.5.5	Remote take-off and/or landing point	22
3.5.6	Altitude differential in record and badge flights	22
3.5.6.1	Speed and Distance flights	22
3.5.6.2	Speed and Distance.....	22
4	TABLE OF CERTIFICATES AND PROOFS.....	23
5	CIVL RECOGNISED 1 st CATEGORY EVENTS	24
5.1	General rules	24
5.2	World and Continental championships	24
5.3	Authority and bids.....	24
5.4	General organization	24
5.4.1	Championship flights.....	24
5.4.2	The total period	24
5.4.3	Official practice period.....	24
5.4.4	Title of World or Continental Champion.	24
5.4.4.1	Minimum score	24
5.4.4.2	Extension of flying.....	24
5.4.4.3	Task Validity.....	25
5.4.5	Protests	25
5.4.6	The Organisers	25
5.4.7	The winner	25
5.4.8	The FAI Gold, Silver and Bronze medals	25
5.5	Local regulations	25
5.5.1	The local regulations	25
5.5.2	Failure to follow the time schedule	25
5.5.3	Once competition flying has started.....	25
5.6	Responsibilities of the organiser and the director	26
5.6.1	The NAC.....	26
5.6.2	The Competition Organiser.....	26
5.6.2.1	Pilot Entry	26
5.6.2.2	International jury and stewards	26
5.6.3	Task Advisory Committee (TAC)	26
5.6.4	Safety Committee	26
5.6.5	Overcrowding.	26
5.6.6	Pre-flyers	26
5.6.7	Emergency medical provisions	27
5.6.8	Championships for more than one class.....	27
5.6.9	Competition Preparations	27
5.7	Programme and facilities	27
5.7.1	Provision of information	27
5.7.2	Ceremonies	27
5.8	Stewards and Jury	27
5.8.1	Powers and description.....	27
5.8.2	Appointment of Stewards.	27
5.8.3	Appointment of Jury	27

5.9	National entry	28
5.9.1	The organisers	28
5.9.2	A change of a competitor	28
5.9.3	Women.....	28
5.9.4	Each NAC.....	28
5.9.5	The team leader	28
5.10	Team leader responsibilities	28
5.11	Pilot qualifications	28
5.11.1	Additional requirements (all except PLA events).....	28
5.11.2	For Class 3 (excluding PLA events).....	28
5.11.3	Other Criteria	28
5.11.4	Qualification after gaining an exemption.....	28
5.11.5	Qualification by class.....	29
5.11.6	Qualification Date.....	29
5.11.7	Procedure for checking	29
5.11.7.1	Check the current Category 1 qualification list	29
5.11.7.2	Competition organisers' responsibilities	29
5.12	Exceptions	29
5.12.1	Applications	29
5.12.2	Deadlines	29
5.12.3	Guideline for approval	29
5.13	Hang gliders and associated equipment.....	29
5.13.1	Hang gliders and other equipment	29
5.13.2	Competing gliders	29
5.13.2.1	Airworthiness	29
5.13.2.2	Class 3 (Paragliders).....	29
5.13.2.3	Configuration	30
5.13.2.4	Glider identification and documentation	30
5.13.3	A glider shall fly throughout the championships	30
5.13.4	Acceptance check.....	30
5.13.5	Airworthiness checks.....	30
5.14	Insurance	30
5.15	Contest numbers	30
5.16	Registration and scrutineering	30
5.17	Briefing.....	30
5.18	Team leaders' meetings	31
5.19	Operational regulations	31
5.19.1	Compliance with the law.	31
5.19.2	Airworthiness.	31
5.19.3	Pre flight check	31
5.19.4	Damage to a competing glider.....	31
5.20	Flight safety	31
5.20.1	Dangerous flying conduct	31
5.20.2	Helmet and parachute	31
5.20.3	Fitness	31
5.20.4	Collision avoidance	31
5.20.5	Cloud flying.....	31
5.20.6	Suspension, cancellation or stopping of a task	32
5.20.6.1	Suspension.....	32
5.20.6.2	Cancellation	32
5.20.6.3	Stopping.....	32
5.20.6.4	Scoring of Stopped Task.....	32
5.20.7	Ballast.....	32
5.21	Test flying	32
5.22	External aid to competitors	32
5.22.1	Navigation	32
5.22.2	Radio	32
5.22.3	The use of GPS	32
5.23	Retrieving	32
5.24	Rest days	33
5.25	Championship classes	33
5.25.1	Number of classes.....	33
5.25.2	Multiple Class Events	33
5.25.3	Launch Points	33

5.25.4	Separation of Classes	33
5.25.5	Class Conformity	33
5.26	Championship tasks.....	33
5.26.1	Type of task	33
5.26.2	The organisers	33
5.26.3	A competitor	33
5.26.4	Closing Times	34
5.27	Start of a task.....	34
5.27.1	Launch window open time.	34
5.27.2	Open window	34
5.27.3	Pilot choice of start time	34
5.27.4	Start list.....	34
5.27.5	Ordered Launch.....	34
5.27.6	Other start system proposal.....	34
5.27.7	Take-off 'push' system	34
5.27.8	Launch Officials	35
5.28	Flying the task	35
5.28.1	Failed take-off	35
5.28.2	Control at starts, goals and turnpoints	35
5.28.3	Precision landing task	35
5.28.4	If a pilot's camera prints a time.....	35
5.29	Out landings	35
5.30	Flight boundaries	35
5.31	Scoring	35
5.31.1	Times and distances	35
5.31.2	Deduction of penalty points	36
5.31.3	Negative score	36
5.31.4	Upper limit.....	36
5.31.5	Assisting injured pilots.....	36
5.31.6	Score sheets	36
5.32	Scoring formula	36
5.32.1	Purpose	36
5.32.2	Types to be used	36
5.32.3	Announcement of championship formula.....	36
5.32.4	Team scoring.	36
5.33	Unsporting behaviour.....	36
5.34	Short course speed events	36
5.34.1	Description.....	36
5.34.2	Safety	36
5.34.3	Variation in Rules	36
6	CONTROL AND MEASUREMENT OF FLIGHTS	37
6.1	Special rules for hang gliders	37
6.2	Measurement	37
6.2.1	Badge flights	37
6.2.2	Flights exceeding 100km.....	37
6.2.3	Measurement of speed.....	37
6.3	Altitude distance relationship.....	37
6.4	Barographs and flight recorders	37
6.4.1	Flight data recorders	37
6.4.2	The barograph.....	37
6.4.3	Aero tow launches.	37
6.5	Start and Finish lines and Ground Signals.....	37
6.5.1	Description.....	37
6.5.2	Visual Signals.....	38
6.6	Photographic evidence	38
6.6.1	General.....	38
6.6.2	Cameras	38
6.6.2.1	Seals	38
6.6.2.2	Film	38
6.6.3	Film	38
6.6.4	Data-back cameras	38
6.6.5	Task Photos.	38
6.6.6	Photo Sectors.....	38
7	PRE-FLIERS (WIND DUMMIES)	39

8	SCORING SYSTEMS.....	40
8.1	Competitions with a cut	40
8.2	Competitions with normalisation	40
8.2.1	Use and Safeguards.....	40
8.2.2	Method	40
8.2.3	Grouping of Pilots.....	40
8.2.4	Duration of Rounds	40
8.2.5	Grouping for Final Rounds	40
9	HANG GLIDERS FITTED WITH A POWER SOURCE	41
9.1	Principle of Use.....	41
9.1.1	Records and Badges	41
9.1.2	Power source recorder	41
10	CHECK LISTS FOR CHAMPIONSHIP ORGANISERS	42
10.1	Preparation	42
10.2	Flying sites	42
10.3	Headquarters	42
10.4	Local regulations and reports	43
10.5	Forms and briefing notes	43
11	SANCTION FEES	44
11.1	First category events	44
11.2	Second category events	44
11.3	Payment of fees	44
12	TASK DECLARATION FORM	45
13	OFFICIAL OBSERVERS	48
13.1	Authority	48
13.2	Register.....	48
13.3	Qualifications	48
13.4	Control	48
13.5	Certification.....	48
13.6	Suspension or Cancellation of Authority.....	48
14	DISTANCE CALCULATION.....	49
15	SAMPLE LOCAL REGULATIONS	50
15.1	Purpose.....	51
15.2	Programme.....	51
15.3	Officials	51
15.4	Local regulations	51
16	CHAMPIONSHIP ENTRY FORM EXAMPLE	53
	Annex A – Certified Glider Affidavit.....	55
	Annex B – Waiver Of Liability.....	56
17	PARAGLIDER LINE STRENGTH DOCUMENTATION REQUIREMENTS	57
17.1	Paraglider Line Strength Certificate.....	57
18	GUIDELINES FOR ASSISTANCE TO A PILOT IN DANGER.....	58
18.1	Rescue actions in competition	58
18.1.1	The objective:	58
18.1.2	Organization duties:	58
18.1.3	Obligations of the injured pilot	58
18.1.4	Obligations of pilots who witness an accident	58
18.1.5	Waiting for the organization decision and then	58
18.1.6	If radio contact with the organization is impossible.....	58
18.1.7	Further information to give to organization on reaching the injured pilot	58
18.1.8	Protect & rescue the injured pilot	59
18.1.9	Once discovered	59
19	PARTICIPANT INCIDENT POLICY	60
19.1	Procedure.....	60
19.2	Lesser offences.....	60
19.3	Serious offences	60
19.3.1	Punishment.....	60
20	GUIDELINES FOR CLASS II & V DETERMINATION	61
20.1	Background	61
20.2	Manufacturer procedures	61
20.3	Videotape requirements.....	61
20.4	Further requirements	61
20.5	Witness requirements.....	62
20.6	Committee responsibilities	62

20.7	Fairings	62
21	RULES FOR GPS FLIGHT VERIFICATION	63
21.1	General	63
21.1.1	Category 1 Events	63
21.1.2	Approval	63
21.1.3	Notification	63
21.1.4	Photographic Back-up	63
21.1.5	IGC Standard Equipment	63
21.2	GPS use	63
21.2.1	Back-up GPS	63
21.2.2	Multiple Tracklogs	63
21.2.3	Tracklog Submission	63
21.2.4	Registration of GPS Units	63
21.3	Sectors	63
21.3.1	Size of Sectors	63
21.3.2	Accuracy of GPS sectors	64
21.4	Track log	64
21.4.1	GPS Data	64
21.4.2	Essential Data	64
21.4.3	Start Data	64
21.4.4	Missing track log	64
21.4.5	Goal Data	64
21.5	General Verification Rules	64
21.5.1	Minimum Tracklog Points	64
21.5.2	Minimum Tracklog Evidence	64
21.5.3	Evidence of Best Distance on Task	64
21.5.4	Scoring a Stopped Task	64
21.5.5	Missed Features	65
21.5.6	Best Evidence	65
21.5.7	Time based disputes	65
21.5.8	Rejection of Track Log	65
21.6	Pilot Responsibilities	65
21.6.1	GPS Equipment	65
21.6.2	Operating Parameters	65
21.6.3	Landing Verification Form	65
22	HANG GLIDING SAFETY STANDARDS	66
22.1	Purpose	66
22.2	Structural limits	66
22.2.1	Structural Cables	66
22.2.2	Wire Attachment Points	66
22.2.3	Control Bars	66
22.2.4	Pilot Suspension Systems	66
22.2.5	Rescue Parachutes	66
22.3	Ballast	66
22.4	Penalties	67
23	SOARING COMPETITION	68
23.1	Flight verification	68
23.2	Goal line control	68
23.3	Team size and scoring	68
23.3.1	Team scoring for Hang Gliding competition (Classes 1, 2, 4 and 5)	68
23.3.2	Team scoring for Paragliding (Class 3)	68
23.4	Competition validity	69
24	PARAGLIDING LANDING ACCURACY	70
24.1	Objective	70
24.1.1	The Winner	70
24.2	Eligibility	70
24.2.1	Pilot	70
24.2.2	National Team	70
24.2.3	Paraglider	70
24.2.4	Personal Equipment	70
24.2.4.1	Rescue Parachute	70
24.2.4.2	Footwear	70
24.2.4.3	Radios	70
24.3	Site and equipment	70

24.3.1	The Target.....	70
24.3.1.1	Location.....	70
24.3.1.2	Measuring Device	70
24.3.2	The Measuring field.....	70
24.3.2.1	Size.....	71
24.3.2.2	Construction	71
24.3.2.3	Limitations on Access.....	71
24.3.3	Wind Direction Indication	71
24.3.4	Wind Speed Recorder	71
24.3.5	Meteorological information	71
24.4	Competition	71
24.4.1	Number of Rounds	71
24.4.2	Practice Rounds.....	71
24.4.3	Validation of Rounds	71
24.4.4	Contest Numbers & Flying Order.....	71
24.4.5	Take off.....	71
24.4.6	Wind dummies	71
24.4.7	Pilot separation	72
24.4.8	Signalling reference.....	72
24.4.9	Definition of Final Approach	72
24.4.10	Re-launches	72
24.5	Limitations	72
24.5.1	Wind Speed.....	72
24.5.2	Target Obstruction.....	72
24.6	Scoring.....	72
24.6.1	Method	72
24.6.2	Automatic Measuring device.....	73
24.6.3	Individual Scores.....	73
24.6.4	Team Scores	73
24.6.4.1	Small Teams.....	73
24.6.5	Tied Scores	73
24.6.5.1	Teams:.....	73
24.6.5.2	Individuals:	73
24.6.6	Validation of Scores	73
24.7	Complaints and Protests.....	73
24.7.1	Video Evidence.....	73
24.7.2	Protest Fee	73
24.8	Judging	73
24.8.1	Judging team	73
24.8.1.1	Composition of Judging Team	73
24.8.2	Chief and Event Judge	74
24.8.3	Judging code	74
24.8.4	Duties of Fichet Judge Team	74
24.8.5	Front and Back Judge	74
24.8.5.1	Signals	74
24.8.5.2	Failure to Agree	74
24.8.6	The Recorder.....	74
24.8.7	The Wind Speed Monitor	75
24.8.8	The Event Judge.....	75
24.8.9	Chief Judge	75
25	SHORT COURSE SPEED EVENTS	76
25.1	Title and Ranking.....	76
25.2	Glider limitations	76
25.3	General competition rules	76
25.3.1	Radios	76
25.3.2	Course Definition.....	76
25.3.3	Course Marking.....	76
25.3.4	Task Winner	76
25.3.5	Take-off Area.....	76
25.3.6	Take-off Procedure.....	76
25.3.7	Starting Order	76
25.3.8	Starting the Task.....	76
25.4	Types of start	77
25.4.1	Flying start.....	77

25.4.2	Standing Start	77
25.4.3	Electronic Start	77
25.5	Flying the Task	77
25.5.1	Finishing the Task	77
25.5.2	Conflict of Flight Path	77
26	ADVICE ON PREPARING A PROTEST	78
26.1	Hierarchy of Rules	78
26.2	Procedure	78
27	THERMALLING RULES AND TECHNIQUES	79
27.1	Aggressiveness	79
27.2	Entering a thermal	79
27.2.1	First rule	79
27.2.2	Second rule	79
27.3	Multiple Cores	80
27.4	General Rules	81

INDEX

Abusive behaviour	60	Collision avoidance	31
Acceptance check	30	Competition Committee	63
Additional tasks	33	Competition Director	26, 27, 32, 52, 60, 70, 76
Aero tow launches for record attempts	37	Competition entry	25
Aeronautical charts	25	Competition Organisers	42
A-Frame	66	Competition validity	69
Aggressiveness in thermals	79	Competitions run as a single group, with a Cut	40
Airfields	27	Competitions run with Normalisation	40
Airspace	27, 42	Compliance with the law	31
Airworthiness	30, 31	Compression struts	66
Airworthiness affidavit	54	Contest numbers	25, 30
Alteration to rules	25	Continental championship	24
Alternative tasks	33	Control at starts, goals and turn points	35
Altitude flight	17	Control bar cable	66
Area distance	33	Control gate	77
Assistance to a pilot	58	Control of flight	48
Assisting injured pilot	36	Control point	18
Badge flights	37, 46	Controlled airspace	35
Badge flights- altitude differential	22	Coordinates	64
Ballast	32, 66	Courses- definitions	17
Barograph	20, 21, 23, 37, 41, 46	Crossing the finish line	18
Behaviour of participants	60	Damage to a competing glider	31
Best distance	64	Dangerous flying conduct	31
Bidding for competitions	24	Dangerous overcrowding	26, 68
Breaking records	21	Declared course	17
Briefings	30	Deduction of penalty points	36
Cancellation or stopping of a task	32	Delta Bronze Badge	19
Ceremonies	27	Delta Diamond	19
Championship classes	33	Delta Gold Badge	19
Championship duration	24	Delta Silver Badge	19
Championship officials	48	Departure point	17, 23, 37, 46, 47
Championships	15, 24, 51, 53, 68	Deputy Director	51
Championships for more than one class	27	Dimensional limits	66
Change of competitor	28	Disabled pilots	16, 62
CIVL Bureau	26, 36, 60	Distance	16, 19, 21, 22, 33, 41, 42, 47, 49
Class	18	Distance flight	16
Class 1	15	Distance penalty	23
Class 2	15, 16, 61, 62	DNF	35
Class 2 Records	16	Drugs	31
Class 3	15, 29	DSQ	35
Class 4	15	Duration	19, 33, 47
Class 5	15, 16	Duration flight	16
Class 5 Records	16	Eagle Bronze Badge	19
Class Definition Committee	61	Eagle Diamonds	19
Closed circuit course	17	Eagle Gold Badge	19
Cloud flying	31	Eagle Silver Badge	19

Electronic start	77	Landing evidence.....	35
Elimination rounds.....	40	Landing form.....	65
Emergency medical provisions	27	Landing place	18
Engine restarted in flight	16	Lap.....	17
Entering a thermal.....	79	Last-landing.....	34
Entry Fee.....	42	Launch lane.....	34
Entry fees to FAI	44	Launch officials	35
Entry list.....	26, 27	Launch order	34
Exceptions to entry qualifications.....	29	Launch points	33
Extension of flying	24	Launch window	34
Facilities	42	Local regulations	24, 25, 26, 28, 34, 35, 43, 50, 51
FAI bank account details.....	44	Local regulations preparation and Reports.....	43
Failed Take-off.....	35	Manufacturers	61
Fairings	62	Measurement of distance.....	37
Feminine category	21	Measurement of speed	37
Finish line	18, 68	Measuring field.....	71
Finish of flight - definitions.....	18	Medals & diplomas	25
Finish point	18	Meteorology	42, 71
Finish Sectors	18	Minimum participation in category 1 competition.....	24
Finish time	18	Minimum score - Champion	24
First category events	24	More than one start for a task.....	33
Fitness	31	Multiplace category	21
Flight boundaries.....	35	NAC	24, 26, 28, 29, 46, 47, 54
Flight data recorders.....	37	Nationalities of jury members	27
Flight declarations	20	Negative scores	36
Flight- definition.....	16	Negligent certification	48
Flight performance-definition	16	Nil-wind- definition	15
Flight verification system approval.....	63	Normalisation.....	40
Flying Start- definition	17	Notice boards.....	43
Forms.....	43	Observers	24, 37
Free flight-definition	16	Offence	30
Free-flyers	39	Official clock	35, 38, 43
Gain of height flight	17	Official Observers	48
GAP formula	68	Official outlanding map.....	43
General category.....	21	Official practice period	24
General Section	3, 15, 21, 24, 46	Open window.....	34
Glider transport	25	Organisers responsibilities	25
Goal flight	16	Out-and-return Flight	17
Goal line crossing.....	68	Outlandings	32, 35
GPS	63	Overall results.....	35
GPS co-ordinates.....	58	Overcrowding.....	26
GPS flight verification	63, 68	Packed lunches.....	25
GPS sectors	64	Parachute.....	66, 70
Great circle distance.....	49	Paraglider.....	29, 57
Ground signals.....	17, 38	Paraglider certification	29
Guest pilots.....	42	Paraglider Line Strength Certificate.....	57
Gyro instruments.....	31	Paraglider micro-lines	57
Hang gliders	15	Paragliding landing Accuracy	70
Hang gliders and other equipment	29	Penalties	67
Hang strap.....	66	Penalties for failing safety standards.....	67
Headquarters	42	Performance enhancing drugs	31
Height flight.....	16	Photo sectors	38, 68
Helmet and parachute	31	Photographic backup	63
Help in navigation.....	32	Photographic evidence	25, 38, 47, 68
IGC equipment.....	63	Physical abuse.....	60
Injured pilot	58	Pilot - removal from event	28
Insurance	30, 42, 52, 54	Pilot in command.....	21
Judge-.....	71, 72, 74	Pilot in danger	58
Judge- Chief	75	Pilot qualifications	28, 29, 70
Judging code - PLA	73, 74	Pilot qualifications - exemptions	28
Judging team	73, 74	Pilot qualifications checking	29
Jury.....	25, 26, 27, 42, 51, 60	Pilot qualifications dates	29
Jury President.....	25, 26, 28	Pilot separation - PLA	72
Landing	18	Pilots choice of start time	34

PLA	26, 29, 39	Sporting licence for badge flights	20
flying order	71	Standard of airworthiness	29
number of rounds	71	Standing Start- definition	17
Point of Release	17	Start altitude	17, 23
Position check point	18	Start and finish line	37
Power source	16, 41	Start line- definition	17
Power Source Recorder	41	Start list	34
Powered hang gliders	16	Start marshals	42
Pre flight check	31	Start of flight	16, 17
Precision landing	35	Start Sector - definition	18
Pre-flyers	26, 39	Start time	17, 23
Preliminary bid	24	Starting order -Speed gliding	76
Preliminary rounds	40	Steward	25, 26, 27
Preparing a bid to organise a championship	42	Stewards	27
Proficiency badges	19	Stopped Task scoring	32
Protest fee	25	Stopping a task	32
Protest, advice on preparing	78	Suspension, cancellation or stopping of a task	32
Protests	26, 27	Take off area	76
Prototype	29, 30, 57	Take-off	17, 23, 38, 46
Prototype certification	29	Take-off 'push' system	35
Public liability risk	54	Take-off order	34, 43
Publication of competition preparations	27	Target	70
Punishment	60	Target landing	18
RACE scoring	68	Task Advisory Committee	26
Radio transmitters	32, 70	Task flying area	42
Radios	32, 42, 52, 76	Task stopped	64
Record flights	21	Task validation	25, 35
Record flights- altitude differential	22	Team leader	28, 30, 32, 51, 52, 53, 54, 60
Record flights- remote take-off and/or landing point	22	Team Leaders	25
Record flights- triangular course	22	Team Leaders meetings	31
Registration	30, 51, 54	Team scoring	36, 73
Regulations	24	Team scoring for classes 1, 2,4 and 5, soaring	68
Relaunches - PLA	72	Team scoring for paragliding, soaring	68
Rescue	42, 58	Team size - PLA	70
Rest day	33	Test flying	32
Restarted in flight (engines)	41	Testing body	30, 57
Results	26	Thermalling guidelines	79
Retrieves	25, 32, 42	Tied scores - PLA	73
Rounding the turn point	18	Time and distance rounding	35
Safety	26	Time board	34
Safety Committee	26	Time limit for a protest	25
Sanction fee- first category event	44	Tow	23, 62
Sanction fee- negotiable	44	Track log	63, 64
Sanction fee- second category event	44	best evidence	65
Scheduled competition day	30	rejection	65
Score - upper limits	36	time problems	65
Score rounding	35	Track log goal data	64
Score sheet labelling	36	Track log start data	64
Scoring - formula	36	Triangular Course	17
Scoring - PLA	72	Turn or control points	18
Scoring systems	36, 40, 52	Turn points	17, 18
Second category events	24	Turnpoint - sector	18
Sectors	63	Types of flight	16
Separation of classes	33	Uncompleted flight- definition	16
Serial number	30, 57	Unconventional materials	66
Serious offences	60	Unsporting behaviour	36
Short course speed event	76	Use of GPS	32
Special conditions for badge flights	19	Videotape evidence- rigid wings	61
Special requirements for record flights	21	Waiver of liability	54
Speed flight	17	Wheels	16, 62
Speed Gliding	36	Wheels- towing	16
Speed to a goal	33	Wind direction indication	71
Sporting Code	3, 15, 21, 24, 46	Wind dummies	39, 71
Sporting licence	28	Wind speed	72

Wind speed recorder	71	Women.....	28
Winner.....	25, 76	World Air Games	24
Wires.....	66	World championship.....	24
Witness requirements- rigid wings	62	World or continental	24
Witnesses.....	48	World Pilot Ranking System.....	29, 40, 69

1 INTRODUCTION

1.1 Description

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

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

1.2 Conjunction

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

1.3 General Section

The following subjects are detailed in the General Section.

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

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

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

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

1.4 General requirements for hang gliders

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.

1.4.1.1 Hang glider classes

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

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

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

Note: Paraglider Line Strength Requirements are set out in chapter 17.

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

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

Note: Minimum Hang Gliding Safety Standards are outlined in chapter 22.

Note: Pilot fairings are defined in chapter 20.7.

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

1.4.1.2 In Category 1 events, a national team must fill up to full team quota in Class 5 before it can enter a Class 5 design glider in Class 2.

1.4.1.3 For record purposes there are five classes: 1, 2, 3, 4 and 5. Class 5 gliders may set records in both Class 2 and Class 5.

1.4.2 Start of hang glider flight

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:

1.4.3.1 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.

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

1.4.3 Powered hang gliders.

1.4.4.1 A powered hang glider or paraglider may be used to obtain Delta or Eagle badges provided it complies with 1.4.1 and there is proof that the power source was not operated during the qualifying part of the flight performance.

1.4.4.2 A powered hang glider or paraglider may be used to claim national and world hang gliding records provided that it complies with 1.4.1 and there is proof that the power source was stopped prior to the departure point and was not capable of being restarted in flight.

1.5 Flight Definitions

The word "hang glider" covers all classes. These definitions take precedence over the ones given in the General Section.

1.5.1 A flight

A flight by a hang glider starting at take-off (1.5.7.1) and ending with the landing (1.5.12.1) .

1.5.2 Free flight

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

1.5.3 Flight performance

The achievement attained during free flight.

1.5.4 Uncompleted flight

A flight is deemed to be uncompleted if:

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

1.5.5 Types of flight

1.5.5.1 Distance flight:

A flight measured for distance between either a take-off place (1.5.7.2) or a departure point (1.5.7.3) and a finish point (1.5.12.3).

1.5.5.2 Goal flight:

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

1.5.5.3 Duration flight:

A flight timed from take-off to landing. Note: FAI does not recognise duration as a category for hang glider records

1.5.5.4 Height flight:

A flight measured for height achieved or maintained. Height is defined as the vertical distance from the take-off place or release from tow. Note: FAI does not recognise height flight as a category for hang glider records

1.5.5.5 Altitude flight:

A flight measured for altitude achieved or maintained. Altitude is defined as the vertical distance from mean sea level. Note: FAI does not recognise altitude flight as a category for hang glider records

1.5.5.6 Gain of height flight:

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

1.5.5.7 Speed flight:

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

1.5.6 Courses

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

1.5.6.1 Declared Course:

A course declared in advance in writing by the pilot.

1.5.6.2 Closed circuit course:

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

1.5.6.3 Lap:

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

1.5.7 Start of a flight

1.5.7.1 Launch/Take-off:

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

1.5.7.2 Take-off place:

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

1.5.7.3 Start Point/Departure point:

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

1.5.7.4 Start time:

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

1.5.7.5 Start altitude:

The altitude of the hang glider above sea level at the departure point.

1.5.7.6 Point of Release.

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

1.5.7.7 Start line:

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

1.5.7.8 Ground Signal:

A ground signal may be used to indicate the start of a task or section of a task. A ground signal may be a departure point or a control point.

1.5.7.9 Types of start:

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

1.5.7.10 Start Sector:

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

1.5.8 Turnpoint

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

1.5.8.1 Rounding the turn point:

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

1.5.8.2 Turnpoints Sectors

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

1.5.9 Control point

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

1.5.10 Designated sequence

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

1.5.11 Position check point

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

1.5.12 Finish of flight**1.5.12.1 The Landing**

The point and/or time at which any part of the hang glider or its crew

- First touches the ground or, (if specified in local regulations)
- Comes to rest after landing.

1.5.12.2 Landing place:

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

1.5.12.3 Finish point:

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

1.5.12.4 Finish line:

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

1.5.12.5 Crossing the Finish Line

The finish line is considered to be crossed when the nose of the hang glider (Classes 1, 2, 4 & 5) or the leading foot of the pilot (Class 3, Paragliders) cuts the finish line before a landing is made. Refer to 23.2 for crossing goal lines in Soaring Competition,

1.5.12.6 Finish Sectors

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

1.5.12.7 Finish time:

The time at which the glider crosses the finish line.

1.5.12.8 Target landing:

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

1.5.12.9 Another method

Another method as described in this manual.

2 FAI PROFICIENCY BADGES

2.1 Description

FAI proficiency badges are standards of achievement, which do not require to be renewed. The qualifications are the same in every country. Delta badges are for pilots flying hang gliders in classes 1, 2 4 and 5. Eagle badges are for class 3.

2.2 Requirements

2.2.1 Delta Bronze Badge

Distance	15 km
Or Duration	1 hour
Or Gain of Height	500 m

2.2.2 Delta Silver Badge

Distance	50 km
and Duration	5 hour
and Gain of Height	1000 m

2.2.3 Delta Gold Badge

A distance flight of at least 300 km and an out-&-return flight or triangle of at least 200 km.

2.2.4 Delta Diamonds

There are three separate Delta Diamonds:

Diamond Distance:	A distance flight of 500 km or more.
Diamond Goal:	A goal flight of 400 km or more.
Diamond Closed Course:	An out-&-return or triangle flight of 300 km or more.

2.2.5 Eagle Bronze Badge

Distance	15 km
Or Duration	1 hour
Or Gain of Height	500 m

2.2.6 Eagle Silver Badge

Distance	50 km
And Duration	5 hours
And Gain of Height	1000 m

2.2.7 Eagle Gold Badge

Distance	100 km
And Duration	5 hours
And Gain of Height	2000 m

2.2.8 Eagle Diamonds

There are two separate Eagle Diamonds:

Diamond Distance	A distance flight of 200 km or more
Diamond Gain of Height	A gain of Height of 3000 m or more

2.3 Special conditions

- The pilot shall be alone on the hang glider.
- The flights may be completed in any order and any flight may count for any badge for which it fulfils the requirements.

- Flight declarations must be complied with for the Delta Gold except that failure to complete the out-and-return or triangle will not invalidate the flight, provided that the 200 km have been flown and the hang glider is landed not more than 10 km off the line of the last leg and within 20 km of the goal. This concession applies to badge flights only and is not valid for records.

2.4 Issue of badges

- Badges shall be issued by the appropriate NAC, which shall keep a register of pilots' names and dates of completion of the badge flights.
- The FAI shall issue the first 50 Delta and Eagle Gold badges to be claimed, which shall be numbered.

2.5 Barograph

A serviceable barograph or approved flight recorder must be used for the silver altitude and gold and diamond badge flights except for duration flights made locally and under continuous surveillance. The barogram must show that no intermediate landing was made and must generally substantiate the flight (Refer- 3.5.2).

2.6 Sporting licence requirements for badge flights

A sporting licence is not required for badge flights.

3 WORLD AND NATIONAL RECORDS

3.1 General rules

See Sporting Code General Section, reference chapter 6.

3.2 Classification of records

3.2.1 General category

The best performance achieved by a solo pilot.

3.2.2 Multiplace category

For the best performance in this category, the age of each occupant other than the designated pilot-in-charge shall not be less than 14 years.

3.2.3 Feminine category

The best performance achieved by a woman or a female crew.

3.2.4 Pilot in command

Only the pilot in command need hold an FAI Sporting Licence.

3.3 Classes of hang glider

Refer to item 1.4

3.4 Types of records

In all classes the previous record to be exceeded by:

- | | |
|---|----|
| • Straight distance | 1% |
| • Straight distance to a declared goal | 1% |
| • Out-and-return distance | 1% |
| • Distance around a triangular course | 1% |
| • Speed around triangular courses of 25, 50, 100, 150, 200 and 300 km | 1% |
| • Speed over out-and-return courses of 100, 200 and 300 km | 1% |
| • Gain of height | 3% |

3.5 Special requirements

3.5.1 Advance notice.

No advance notice or permit is required for a record attempt provided that the necessary official observers are present and proper arrangements have been made to control the attempt. Only a single declaration may be made for a record attempt, except that a record attempt for altitude may be included.

3.5.2 Exceptions.

Except as stated in 3.5.2.1, a barograph or approved flight recorder shall be used on all record attempts. It must show that no intermediate landing was made and generally substantiate the flight. For record attempts, flight data recorders that comply with the IGC (sporting code section 3) standards may be used.

3.5.2.1 In FAI First Category events a barograph is not required for record and badge flights made during closed circuit tasks, which contribute to the final scores, provided the organisers agree to provide the necessary flight documentation.

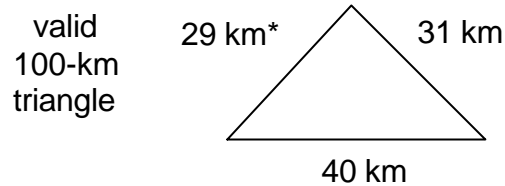
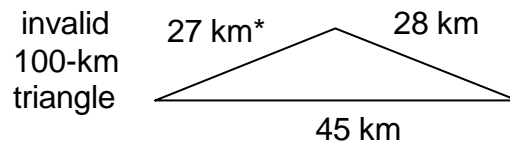
3.5.3 Breaking records

Any record(s) may be broken on any flight for which the requirements are met, except that:

- On a speed flight over a triangular or out-and-return course only the record distance immediately less than the distance flown will count for a record (e.g. a flight of 207 km may break only the 200 km record).
- On completion of a flight to goal, it is permitted to continue on for straight Distance, the distance being measured from the Departure Point to Landing.

3.5.4 Triangle courses

For a record no side of a triangular course may have a length of less than 28% of the total distance of the course.



3.5.5 Remote take-off and/or landing point

A pilot may take-off from a point remote from the departure point and/or land at a point remote from the finish point of the flight provided that the departure and finish points are declared and the pilot is properly controlled over-flying these points. Any distance flown before the departure point or after the finish point is not counted towards the course distance.

3.5.6 Altitude differential in record and badge flights

The loss of height permitted between the start altitude and the finish point, regardless of method of launch, is limited as follows:

3.5.6.1 Speed and Distance flights

Speed and/or Distance flights up to and including 100 km. The loss of height must not exceed 2% of the distance flown. No claims will be accepted for flights that do not satisfy this requirement.

3.5.6.2 Speed and Distance

Speed and distance flights exceeding 100km: no time or distance penalty is applied for height differential. Where tow-launch or powered launch of any type is used, release or engine off height must not exceed 1,000m above the ground level of the place of launch.

4 TABLE OF CERTIFICATES AND PROOFS

THE FOLLOWING CERTIFICATES, PROOFS AND INFORMATION ARE REQUIRED FOR RECORDS AND FAI SILVER AND GOLD BADGES AND DIAMONDS

Information required	Claim Statement	Evidence of take-off and start	Declaration of goal and turn points	Evidence of reaching each turn point	Evidence of landing or arrival at goal	Barogram or printout	Barogram Calibration
Date of flight	X	X	X	X	X	X	
Name of pilot and address	X	X	X	X	X	X	
Nationality	X						
Type, category and class of record or badge	X	X	X	X	X		
Performance claimed	X						
No. & expiry of FAI licence	X						
Type & Number of glider	X	X	X	X	X	X	
Type & Number of barograph						X	X
Calibration certificate							X
No intermediate landing						X	X
Take-off place	X	X					
Pressure at Ground level at take-off (1)						X	
Departure point	X	X	X				
Start altitude		X					
Start time	X	X					
Type of launch or tow	X	X					
Certificate of aero tow release		X					
Goal and turn points	X		X	X	X		
Time of declaration of above				X			
Time at turn points (2)				X			
Estimated height at T.P. (2)				X			
Uncut film of photo evidence, signed off by .Observer	X	X	X	X			
Time of landing at goal, or finish time	X				X		
Landing place, if not a goal	X				X		
Altitude at finish point	X				X		
Distance	X						
Distance penalty (if any)	X						
Date & signature of pilot	X		X				
Date & signature of calibration laboratory official							X
Date & signature of official Observer	X	X	X	X	X	X	
Name & sex of passenger(s)		X	X				
Age declaration signed by passenger(s)	X						

(1) Altitude (record claims only)

(2) Ground observation only

Signature of Official Observer with declaration of freedom of interest in the claim.

5 CIVL RECOGNISED 1ST CATEGORY EVENTS

5.1 General rules

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

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

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

5.2 World and Continental championships

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

Class 1, 2, 4 and 5 Continental Championships must allow at least the top 50 pilots of the world ranking system into the competition. Except that no nation can enter more pilots than the normal team size

5.3 Authority and bids

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

A preliminary bid must be received by CIVL three years before the proposed event. The detailed bid is then presented to CIVL two years before it. Even in the case of previously 'un-awarded' championships, there must be at least a year between the bid and the event.

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

5.4 General organization

5.4.1 Championship flights

Shall be controlled in accordance with the regulations contained in the Sporting Code (General Section and Section 7) and the published local regulations for the event, using Local Regulations master document (Chapter 15).

5.4.2 The total period

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

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

5.4.3 Official practice period

Of not less than two and not more than five days immediately preceding the opening of the championships shall be made available to all competitors. On at least one day a set task shall be flown under competition conditions except that the scores shall not be counted.

5.4.4 Title of World or Continental Champion.

5.4.4.1 Minimum score

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

5.4.4.2 Extension of flying

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

5.4.4.3 Task Validity

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

5.4.5 Protests

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

5.4.6 The Organisers

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

5.4.7 The winner

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

5.4.8 The FAI Gold, Silver and Bronze medals

Shall be awarded to the pilots placed first, second and third in each class, with FAI Diplomas for those placed fourth to tenth. FAI medals will also be awarded to the National Teams placed first, second and third, and if CIVL decides, smaller FAI medals may be awarded to all members of such teams.

The Organisers may award further trophies and/or prizes.

5.5 Local regulations

5.5.1 The local regulations

These are the rules for a specific event prepared by the organisers for submission to and approval by CIVL. They must use the format in chapter 15 and be sent to the President of CIVL at least eight months before the event. Any version of the Local Regulations published by the organisers before approval by CIVL must display a clear and prominent statement to that effect. The entry application form and the proposed entry fee stating what is included in the fee shall be sent to CIVL at the same time. As a minimum the following should be included in the fee:

- One aeronautical chart of an adequate scale which must clearly indicate ALL take offs, landing fields, necessary turn points, restricted airspace and restricted areas. The chart must have a clearly visible grid that matches the GPS co-ordinates used for the competition
- When photographic evidence is required, one film for each pilot on each flying day
- Contest numbers, identity badges and all competition papers

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

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

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

5.5.2 Failure to follow the time schedule

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

5.5.3 Once competition flying has started

The published rules and regulations, including supplementary regulations, may not be altered once the competition has officially started. Any additional requirements within the rules needed during the event shall not be applied retrospectively. The CIVL Steward and Jury President must approve any further additions to the Local Regulations and such additions must be approved by a majority of the team leaders; only minor or necessary matters may be so approved.

5.6 Responsibilities of the organiser and the director

5.6.1 The NAC

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

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

5.6.2 The Competition Organiser

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

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

5.6.2.1 Pilot Entry

The Competition Organiser must follow 5.11.7.2 "Competition Organisers Responsibilities" with regard to pilot entry criteria.

5.6.2.2 International jury and stewards

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

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

5.6.3 Task Advisory Committee (TAC)

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

5.6.4 Safety Committee

A Safety Committee must be formed. The Safety Committee's duty is to monitor the flying operations and report to the Competition Director when conditions become unsafe either on launch or on course. No person may be a member of both the Safety Committee and the TAC.

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

5.6.5 Overcrowding.

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

5.6.6 Pre-flyers

Experienced pre-flyers must be available. Further details are in chapter 7

5.6.7 Emergency medical provisions

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

5.6.8 Championships for more than one class

May be flown simultaneously, but they remain separate championships. Where they are flown from the same site, operations may be conducted under the charge of a single Director. However, if the classes fly from separate sites, each site must have its own Director or Deputy Director

5.6.9 Competition Preparations

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

5.7 Programme and facilities

5.7.1 Provision of information

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

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

5.7.2 Ceremonies

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

5.8 Stewards and Jury

5.8.1 Powers and description

These are detailed in the General Section

5.8.2 Appointment of Stewards.

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

5.8.3 Appointment of Jury

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

5.8.4 Authority of Stewards.

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

5.8.5 Authority to Stop Event.

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

5.9 National entry

5.9.1 The organisers

Shall state in the Local Regulations the maximum number of hang gliders, which may be entered by a NAC, the maximum number of each sex a NAC may enter in each class (if required), and the maximum number of pilots constituting a national team. After the opening of the launch window on the first scheduled competition day no change of pilot may be made.

5.9.2 A change of a competitor

From one class to another is not permitted after the closing date stated on the Entry Form unless the entry is restricted, or a particular class in the championship is cancelled.

5.9.3 Women

Where there is no separate championship for women, the team size is $X + 2$ except for Class 3 World Championships where the minimum team size is $2 + 1$ as per 22.3.2

5.9.4 Each NAC

Shall select its own team leader, competitors and crews, provided that they qualify under these rules. Not more than one pilot and two crew members are permitted for each competing hang glider.

5.9.5 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.

5.10 Team leader responsibilities

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.

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

5.11 Pilot qualifications

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

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

5.11.1 Additional requirements (all except PLA events)

A pilot has to have either:

- Competed in a Category 1 event after 1st January 2000 (excluding Women's Worlds from 1 January 2003),
- Or placed in the top 2/3 of pilots in a Category 2 event during the 3 years prior to the Category 1 Championships.

5.11.2 For Class 3 (excluding PLA events)

Additionally, a pilot has to have either:

- Qualified in the top 2/3 of a World Cup event, or
- Flown 100 km.
- Be approved by a CIVL selection committee; this approval to be based upon competition and cross country experience.

5.11.3 Other Criteria

Other qualifying criteria may be specified by CIVL and included in the approved local rules.

5.11.4 Qualification after gaining an exemption

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

5.11.5 Qualification by class

Where a pilot seeks qualification in a hang gliding event of any class, these qualification criteria must have been fulfilled in a hang glider. Similarly, where qualification is sought for a paragliding event, these qualification criteria must have been met in a paraglider.

5.11.6 Qualification Date

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

It is the pilot's responsibility to make sure he/she has qualified

5.11.7 Procedure for checking

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

- The NAC or National Association/Federation before selecting their team.
- The competition organiser.
- The pilot.

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

5.11.7.1 Check the current Category 1 qualification list available on the CIVL website

All pilots who appear on this list will have the necessary competition qualifications. Qualification criteria vary with different disciplines, so check the appropriate rules in 5.11 to 5.11.6 (above)

5.11.7.2 Competition organisers' responsibilities

To ensure there is a signed declaration on the entry form that each pilot meets the CIVL qualification criteria.

To have available at registration the current list of qualified pilots downloaded from the CIVL website.

To notify NACs of any pilots who do not appear to meet the qualification criteria.

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

5.12 Exceptions

5.12.1 Applications

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

5.12.2 Deadlines

Applications for exceptions for entry into hang gliding events must be received by the CIVL public relations coordinator 10 days prior to the day deadline for finalisation of pilot entry.

5.12.3 Guideline for approval

Exceptions will not normally be granted in Class 1 (except for Women's Worlds) or for World Championships in Class 3. Exceptions in other classes will not normally be granted unless there is clear evidence of a lack of opportunity to qualify.

5.13 Hang gliders and associated equipment

5.13.1 Hang gliders and other equipment

All aircraft and ancillary equipment which is provided by the competitors, must be of a performance and standard suitable for the event. Refer to chapter 22, Hang Glider Safety Standards

5.13.2 Competing gliders

5.13.2.1 Airworthiness

Each glider shall be of sufficient performance and standard of airworthiness to meet the demands of international championships. This could be demonstrated by a valid certificate or statement of airworthiness provided by the NAC entering the glider.

5.13.2.2 Class 3 (Paragliders)

For Class 3 it must be based on a paraglider certification or a prototype certification from a CIVL-recognised test organization. A prototype certificate requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See chapter 17 "Paragliding Line Certificate". The organisers have the right to refuse any glider not of acceptable standard or configuration. In Paragliding Landing Accuracy CIVL may approve an alternative form of document for a specific championship.

5.13.2.3 Configuration

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

5.13.2.4 Glider identification and documentation

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

- The manufacturer's agreement for a nominated pilot to fly the prototype.
- For a Paraglider a prototype certification from a CIVL recognised test body, which requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See chapter 17 "Paragliding line Certificate"
- For a Paraglider, a manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.
- For hang gliders see Safety standards requirements in chapter 22.

5.13.3 A glider shall fly throughout the championships

As a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs (see 5.19.4. Damage to a glider).

5.13.4 Acceptance check.

All hang gliders must be made available to the organisers during the period of registration, for an acceptance check, in the configuration in which they will be flown. After the opening of the launch window on the first scheduled competition day no changes of hang glider may be made (see 5.19.4.).

5.13.5 Airworthiness checks.

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

5.14 Insurance

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

5.15 Contest numbers

The organisers shall allocate numbers or letters to each competing glider, which shall normally be displayed on the underside of the right wingtip with the top of the numbers or letters towards the leading edge, and also on the pilot's helmet or on other equipment. Numbers may be additionally required on top of the wing. For paragliders, the number will normally be placed under the centre of the wing, top towards the leading edge. Helmet numbers may also be required.

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

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

5.16 Registration and scrutineering

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

After the opening of the launch window on the first scheduled competition day no change of pilot or glider may be made except as specified under the conditions of 5.19.4 (Damage to a competing glider).

5.17 Briefing

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

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

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

All briefings must be conducted in English only.

5.18 Team leaders' meetings

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

5.19 Operational regulations

5.19.1 Compliance with the law.

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

5.19.2 Airworthiness.

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

5.19.3 Pre flight check

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

5.19.4 Damage to a competing glider

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

5.20 Flight safety

5.20.1 Dangerous flying conduct

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

5.20.2 Helmet and parachute

A helmet is not compulsory in hang gliders with enclosed cockpits if it will restrict pilot vision, but is compulsory in all other classes.

With the exception of Short Course Speed events, pilots must carry a serviceable rescue parachute. Further safety requirements may be detailed in the local regulations.

5.20.3 Fitness

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

5.20.4 Collision avoidance

Competitors shall at all times adhere to the international rules of the air. Ridge soaring, turning and landing patterns shall be complied with and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. All pilots must read and understand the explanation of proper thermal procedures presented in chapter 27. Failure to follow these guidelines may result in penalties to the pilot concerned including disqualification from the event.

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

5.20.5 Cloud flying

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

5.20.6 Suspension, cancellation or stopping of a task

5.20.6.1 Suspension

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

5.20.6.2 Cancellation

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

5.20.6.3 Stopping

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

5.20.6.4 Scoring of Stopped Task

When a task is stopped, but not cancelled, the pilot's scores will be determined from their GPS track log position at the time the task was stopped. The local regulations shall state whether tasks may be stopped and scored and describe the circumstances in which this will happen.

In Class 3 championships a task will be scored providing that in a Race to Goal a minimum of one pilot is in goal; in a Speedrun the percentage of pilots who must be in goal shall be specified in the local regulations.

5.20.7 Ballast

A competing glider may carry jettisonable ballast only in the form of fine sand or water. A pilot shall avoid dropping ballast at any time in a manner likely to affect other competing gliders and other third parties. Note: See also section 22.3.

5.21 Test flying

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

5.22 External aid to competitors

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

5.22.1 Navigation

Any help in navigation or thermal location by any non-competing aircraft, including competing gliders not in the act of carrying out the task of their own class, is prohibited. Pre-fliers (Wind dummies) must land or fly in a designated area as soon as possible after task flying has started (see chapter 7, Pre-fliers).

5.22.2 Radio

If radio transmitters are permitted in the local regulations one transmitter is permitted in each competing glider, one for the use of the team leader and one in each of a maximum of two retrieve vehicles. These radios are for communication between competitors and between them and the organisers. They may not be used to contact ATC other than for obtaining permission from an airfield to land on it, unless the organisers specifically require this. Permitted frequencies will be specified in the local regulations. The above does not apply to emergency location transmitters (ELTs), which are incapable of voice transmission.

5.22.3 The use of GPS

Or similar positioning systems, by competitors in the air are permitted for navigation and flight recording purposes.

5.23 Retrieving

A pilot making an outlanding shall return by surface transport. Aero tow retrieves or return by aircraft are prohibited except as detailed in the local regulations. If organisers provide retrieves, the next task may not be started unless all serviceable competing hang gliders are retrieved in time to participate.

5.24 Rest days

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

5.25 Championship classes

5.25.1 Number of classes

The organisers shall hold the championship in one or more of the classes as approved by CIVL (see 1.4), provided that in each class at least eight pilots from three countries are entered in continental championships and from four countries in other championships, with entry fees paid, and available to fly during the competition.

5.25.2 Multiple Class Events

If a championship is held in more than one class, each class shall be regarded as a championship in its own right and the organisers must, as far as possible, avoid interference of one class by another, except Category 1 Championship Organisers are strongly recommended to run Classes 2 and 5 concurrently, with the same tasks and launch points as long as safety is not compromised. Competition Organisers are encouraged to bid for both these class championships simultaneously.

5.25.3 Launch Points

Where more than one class is competing from the same launch site it is recommended that organisers allocate launch priority to each class at a separate launch point, which may change daily. Where this is not practical, and in any mixed class launch lanes, the local regulations shall specify how the push rule (5.27.7) is to be applied to a queue of mixed class gliders.

5.25.4 Separation of Classes

Where both flexwing and rigid wing championships are run concurrently it is recommended that organisers separate classes as far as possible by varying launch/start times, start cylinder radius and other available means.

5.25.5 Class Conformity

Each competing glider will be subject to inspection for compliance with class rules at any time during the championships.

5.26 Championship tasks

5.26.1 Type of task

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

- a. Distance, straight or via one or more turn points. The direction in which a straight distance flight shall be flown may be designated.
- b. Area distance. Distance within a set area bounded by 4-10 turn points which may be turned in any order except that a turn point may be used only once. It shall be stated at briefing if the start and finish points are or are not considered as a turnpoint. Distance is measured from the last valid turn point to the landing place if within the area bounded by the turn points. If outside, the distance is measured to the point at which the line from the last valid turn point to the landing place cuts the boundaries of the task area.
- c. Distance out-and-return via one turn point or one of several turn points within a 30 degree sector.
- d. Speed to a goal either straight or via one or more turn points or speed around a closed circuit course.
- e. Race over a designated course.
- f. Speed around a closed circuit course followed by distance either around the same course or in a straight line.
- g. Duration via one or more turn points with landing at goal.

5.26.2 The organisers

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

The task for each class may be different and a task may be set for one class only.

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

5.26.3 A competitor

Is permitted more than one start for a task if so stated in the local regulations.

5.26.4 Closing Times

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

5.27 Start of a task

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

5.27.1 Launch window open time.

The launch window open time will be based on the number of competitors and the number of launch points available. Normally a minimum of 45 seconds of safe launch conditions per pilot is recommended. The precise method for determining the minimum launch window open time will be a method agreed to by the Steward and the Competition Director at the Pre-competition. The launch window will be considered adequate if the amount of safe launchable time available exceeds the designated minimum time or if 90% of the pilots registered for the championship and present at the launch site have launched.

5.27.2 Open window

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

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

5.27.3 Pilot choice of start time

Pilots choose their take-off time on a time board.

A board marked with suitable time intervals (e.g. 30 seconds) with a hook at each time space. The board should have spaces for about 3-4 hours time. Each pilot is given a small disc bearing his contest number.

Each pilot hangs his contest number disc on the take-off time hook of his choice. Only one disc is permitted on any hook. Pilots may re-hang their discs on any empty hook until ten minutes before take-off. If a pilot is not ready to go at his time he must pull out of the line and hang his disc on an empty hook giving a time at least ten minutes later.

5.27.4 Start list

Pilot's take-off in a scheduled order, which advances automatically each day.

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

5.27.5 Ordered Launch

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

5.27.6 Other start system proposal

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

5.27.7 Take-off 'push' system

At sites where the pilots are required to queue to take-off, the Competition Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing'. Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further 30 seconds to complete the take-off. A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take-off within 30 seconds or be scored zero for the task.

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

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

5.27.8 Launch Officials

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

5.28 Flying the task

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

5.28.1 Failed take-off

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

5.28.2 Control at starts, goals and turnpoints

At starts, goals and turn points will be made by a method approved by CIVL and detailed in the local regulations. Details regarding crossing the finish line are explained in 23.2, Goal line control

5.28.3 Precision landing task

May not be combined with a distance task. Paragliding precision landing tasks are explained in chapter 24

5.28.4 If a pilot's camera prints a time

On the film this time shall not take precedence over a time shown on the official clock.

5.29 Out landings

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

Landing evidence shall be from photographs and/or GPS track log as evidenced by an approved GPS flight verification system (Chapter 21, Rules for GPS Flight Verification) and if possible the name and address of a witness other than a member of pilot's national team.

5.30 Flight boundaries

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

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

5.31 Scoring

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

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

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

5.31.1 Times and distances

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

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

5.31.2 Deduction of penalty points

Shall be made after scoring is completed.

5.31.3 Negative score

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

5.31.4 Upper limit

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

5.31.5 Assisting injured pilots

A competitor who lands specifically to help an injured pilot must not be disadvantaged by this action. However, points awarded in compensation are at the discretion of the Director who is required to take all the circumstances into consideration before awarding them. For guidelines to procedures concerning pilots in danger, see chapter 18, Guidelines for Assistance to a Pilot in Danger. It may be a fair solution to award a pilot the average of their task scores to date, normalised.

5.31.6 Score sheets

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

5.32 Scoring formula

5.32.1 Purpose

The object of the scoring system is to reward pilots for their performances as fairly as possible.

5.32.2 Types to be used

The scoring system to be used will be approved by CIVL and described in the local regulations. Chapter 8, Scoring Systems, contains general information regarding scoring systems. More specific information regarding scoring systems will be found in the chapters relating to Soaring competition (chapter 23), Paragliding Landing Accuracy (chapter 24) and Short Course Speed events (chapter 25).

5.32.3 Announcement of championship formula

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

5.32.4 Team scoring.

The systems used for team scoring are described in

- For soaring competition team scoring see 23.3
- For PG landing accuracy competition see 24.6.4
- For Speed gliding the team scoring will be described in the local regulations

5.33 Unsporting behaviour

Unsporting behaviour should be dealt with according to chapter 19, Participant Incident Policy, and General Section 5.2.

5.34 Short course speed events

Refer to chapter 25, Short Course Speed Events

5.34.1 Description

Short-course speed events are those, which take place over defined courses and in which thermal lift is not significant. They include ridge-races, downhill-races and time-trials.

5.34.2 Safety

Organisers of short-course events must ensure that they are conducted in such a way that safe separation between competing hang gliders is maintained at all times.

5.34.3 Variation in Rules

Local regulations for short-course competitions that do not comply with those for Short Course Speed Events (chapter 25) must be submitted to CIVL Bureau for approval.

6 CONTROL AND MEASUREMENT OF FLIGHTS

GS references: chapter 4 - Observers - Officials, chapter 7 - Measurement Requirements

6.1 Special rules for hang gliders

Control of flights shall be affected by official observers except that aero tow pilots may certify the altitude, time and point of release from tow.

For records evidence of the landing place must include the signatures and addresses of at least two witnesses.

6.2 Measurement

The following requirements apply to all flights for records and proficiency badges:

6.2.1 Badge flights

For badge flights and championships distance flights may be measured on a single map of a scale where 100 m is represented by 1 mm or more. For longer distances, measurement shall be as in 6.2.2

6.2.2 Flights exceeding 100km

For all records and for badge flights exceeding approx. 100 km, distances shall be measured by determining the arc of a great circle at sea level which joins the vertical lines of two given points. For this purpose the earth is considered to be a sphere of radius $R = 6371$ km (see chapter 14).

6.2.3 Measurement of speed.

The average speed of the flight is the total course distance divided by the elapsed time from the departure point to the finish point.

6.3 Altitude distance relationship

For allowable height loss during record and badge flights see item 3.5.6

6.4 Barographs and flight recorders

A serviceable barograph or flight recorder approved by CIVL must be used for record and badge flights. It is the responsibility of the official observer to be familiar with the equipment used. In an FAI First category event a barograph is not required for a record claim on a scored closed-circuit course.

6.4.1 Flight data recorders

Flight data recorders that comply with the IGC (sporting code section 3) standards may be used

6.4.2 The barograph

Must show that no intermediate landing was made and must generally substantiate the flight.

- It must not be possible to adjust the recording function of the barograph in any way without breaking the seal or the possibility of this being apparent to the Observer
- The barograph must be sealed and opened only by an Official Observer who must observe the print out taking place on electronic barographs
- For altitude records, the barograph must be calibrated not more than 12 months before or one month after the record attempt. Where no height performance or control is involved no calibration is required

6.4.3 Aero tow launches.

To aid determination of the start altitude, the glider pilot (and the tug pilot when a barograph is on board) must ensure that a low point or "notch" is indicated on the barogram immediately following release.

6.5 Start and Finish lines and Ground Signals

6.5.1 Description

Start and finish lines are gates, either clearly marked on the ground or between two vertical features. For championships any relevant lengths or other distinguishing features or heights shall conform to the relevant chapter of this manual, and shall be stated in the local regulations

6.5.2 Visual Signals

Ground signals ('tarps') that are used to show the starting moment for air-start race tasks, or any other purpose, must be big enough to be clearly visible from the maximum height the competitors are likely to attain. The preferred type consists of strips of fabric, each at least 20m x 2m. The type and layout of any ground tarps will be defined in the local regulations. Guidelines for ground tarps can be found in the Competition Organisers Handbook.

6.6 Photographic evidence

6.6.1 General

If the local regulations state that only photographic evidence is used, no other evidence is admissible except that evidence of crossing a finish line may be from ground observers.

6.6.2 Cameras

Used for flight verification must have a lens of fixed focal length, of between 30 and 60 mm and take 35 mm film.

6.6.2.1 Seals

If it is possible to alter the order in which the exposures are made or change the time shown on the film during the flight the camera must be sealed before take-off.

6.6.2.2 Film

Two cameras may be used but only one film will be used to verify the flight. Both films shall be handed in after landing marked 1 and 2.

Pilots are advised to scratch the competition number on the leader tongue of the film before loading.

6.6.3 Film

Used for photographic evidence must remain uncut.

6.6.4 Data-back cameras

Are permissible.

6.6.5 Task Photos.

The photographic evidence on each film must show as a minimum:

- For records and badges the declaration board showing date, pilot name, place, time and flight declaration.
- For championships, the task board showing date, task, official clock and pilot competition number.
- Alternatively the number may be shown on the pilot's helmet or wing on the following photo.
- Photo of the start point or start clock if applicable
- Photos of ground signals, turn points or control points in the correct or pre-declared sequence
- Photo(s) of the glider at the landing place immediately after landing and before it is packed, as well as photos showing identifiable evidence of the landing place
- In championships at least one of these photos must show the glider's competition number.

6.6.6 Photo Sectors

Will be described in the appropriate local regulations.

7 PRE-FLIERS (WIND DUMMIES)

The object of pre-flyers is to assist the Director in deciding when to start take-offs, and to provide information to competitors about the thermal prospects. Rules in this section may be varied in Chapter 24 and in the local regulations for Paragliding Landing Accuracy events.

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

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.

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

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

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

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

8 SCORING SYSTEMS

A scoring system that has been approved by CIVL will be used for competition scoring.

A scoring system shall be tested at a major competition before it is used in a first category event.

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

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

8.1 Competitions with a cut

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

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

8.2 Competitions with normalisation

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

8.2.1 Use and Safeguards

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

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

8.2.2 Method

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

8.2.3 Grouping of Pilots

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

8.2.4 Duration of Rounds

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

8.2.5 Grouping for Final Rounds

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

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

9 HANG GLIDERS FITTED WITH A POWER SOURCE

9.1 Principle of Use

A hang gliding record may only be obtained if the power source, after being stopped, CANNOT be restarted in flight. This causes the pilot to fly as a genuine glider pilot with all the disciplines involved. If the engine is merely stopped but can be restarted during the flight in order to get out of trouble, the pilot is not subject to the disciplines of flying a glider and therefore has an advantage.

9.1.1 Records and Badges

For records and badges, the use of a motorised hang glider for FAI gliding record flights may be claimed provided there is proof that the power source prior to take-off was made incapable of being restarted in flight and that requirements, below, are fulfilled.

- Distance, speed and goal flights. No record or badge may be claimed unless the start line is crossed with the power source stopped.
- Height flights. No record or badge may be claimed unless a barograph and power source are carried and there is proof that the power source was stopped prior to the start of the height gain.

9.1.2 Power source recorder

Many barographs are or can be fitted with a recorder to indicate when the power source is being operate, however for record attempts, flight data recorders that comply with the IGC (sporting code section 3) standards will be used.

10 CHECK LISTS FOR CHAMPIONSHIP ORGANISERS

CIVL has produced a Guidebook for Competition Organisers. This should be consulted as part of the competition preparations.

10.1 Preparation

Preparing a bid to organise a championship

- Sites. Suitability, accessibility, availability, permissions for use
- Airspace. Free or available above take-off and task flying areas, prohibited areas, frontier crossing arrangements.
- Radio. Permission to use and on what frequencies, licence requirements.
- Meteorology. Period of best weather, forecasts during the event. Satellite weather monitor.
- Maps of task area. Scale and availability.
- Rescue/Medical Services. Doctor, first aid and helicopter availability including response times. Any vaccinations recommended for competitors.
- Event Headquarters. Suitability, location, communication equipment., Photo lab.
- Director and key officials. Qualifications, languages, availability.
- Finance and sponsorship. Is there enough money to run the event?
- Local facilities. Hotels, camping sites, car hire, shops, repair facilities.
- Insurance. Required cover for organisers and for competitors, including public liability.
- Entry Fee. Amount, what is covered by fee. Currency exchange.
- Timescale. Is there enough time to organise the event properly?
- Bid preparation for CIVL. Dates, detailed information package, Local regulations problems or queries, sanction fee for 1st category events.
- FAI Entry Rule. Will any FAI member be refused entry to country?
- Early arrivals. Will it be necessary to set a date before which competitors should not arrive?
- Guest pilots. Eligibility, invitations.

10.2 Flying sites

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

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

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

10.3 Headquarters

- Building suitable and big enough for large competitor reception area, including message boxes for mail and notices.
- Secretarial staff office
- Director/scoring office with computer/photo dark room
- Jury/meeting room
- Store room
- Sales point/press room.
- Communications Telephones, fax, word processors, typewriters, copiers
- Office furniture. Enough for efficient working.

- Notice boards for briefing, task and met info, turnpoint photos, results, news cuttings, general (lost, found etc), large black/chalk board for urgent notices and messages.
- Office consumables. Enough paper, pens, glues-ticks, tipex, notepads, waste-baskets etc. ruler and usual office equipment.
- Administrator Name of person in charge of HQ office, number of helpers available.
- Specialist staff: scoring computer operator, film processor and assessor, press secretary, social and ceremonies secretary, newsletter editor if appropriate. Liaison with police, military, public services.
- Proximity of refreshments, restaurant, lavatories, public telephone, post-box etc.
- Entry application and forms
- Timescale for sending out request for provisional entries, official entry form printing, return of entry form date, entry fees.
- Entry form preparation: See chapter 15.

10.4 Local regulations and reports

Local Regulations preparation and Reports to FAI

- Local Regulations doc. Use document in chapter 15. Any proposals for additions or modifications to be requested when presenting the bid to CIVL.
- Report to FAI This has to be sent to FAI as soon as possible after the event (48hr), and must include full results, number of protests and any special difficulties. Publicity photographs can be sent. Photographs may be sent during the event to the FAI office by e-mail. Copy has to be sent to the president of CIVL.

10.5 Forms and briefing notes

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

Forms needed include:

- Final correct entry list giving pilot name, nationality, age, hang glider type, competition number
- Take-off order list, and if necessary, start time list
- Finish line/time list
- Pilot flight report form, with map tracing sheet
- Official's receipt form for flight reports and films
- Out landing witness certificate, if not on pilot report form
- Request in local language to help or telephone for pilot, if necessary
- Daily task details and daily met information for each pilot
- Score sheets headed by date and task details and distance
- Team competition score sheets, including accumulated scores
- Photo turn point evidence assessment form.

All forms must have space for date and compiler's name.

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

Identity/name badges for all participants, medal/mementos for all.

11 SANCTION FEES

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

11.1 First category events

World Championships and WAG in each class: Swiss Francs 8,000

Continental Championships: Swiss Francs 5,000

For bids awarded in 2003, the fees will be

World Championships: Swiss Francs 10,000

Continental Championships: Swiss Francs 6,000

Deposit payable when presenting bid (all first-category events): Swiss Francs 1000.00, refundable if the bid fails.

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

In Championships where there are fewer than 75 competitors, the sanction fee is negotiable

That designated countries pay their entry fees to FAI and that this is held as a deposit. If the event is deemed successful then the Sanction Fee is paid from these funds and the remaining moneys are paid to the organiser.

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

11.2 Second category events

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

11.3 Payment of fees

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

Fee payments must be accompanied by a reference which includes the full name of the competition, the class(es) of competition and the name of the organiser.

FAI bank account details:

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

Account name Fédération Aéronautique Internationale
Account Number: 0425-457968-31(Swiss Francs)
or 0425-457968-32-1 (US Dollar)
or 0425-457968-32 (Euro)
SWIFT Code: CRES CHZZ 10A

12 TASK DECLARATION FORM

TASK DECLARATION FORM

Photocopy this form onto A3 or 11" x 17" paper.

Task:

Class (O-1,2,3,4); Category (G, F, M); Description (e.g. 25 km p)

Date & Time:

Pilot:

Name & signature

Glider:

Type & number

Departure Pt.:

Turn Pt. 1:

(if applicable)

Turn Pt. 2:

(if applicable)

Finish Pt.:

(if applicable)

Official Observer:

Name & signature



**Fédération Aéronautique Internationale
Application Form for Badge & Record Claims**

Please print clearly!

Name, Nationality _____ Sex _____
 Pilot's Address _____
 National Aero Club _____
 NAC member N° _____ FAI Sporting Lic. N° _____
 Class O- _____ (1,2,3,4) Category: _____ (Gen., Fem., Multi.)

READ THIS NOW!

NOTES & INSTRUCTIONS

READ THIS NOW!

General: The current FAI Sporting Code (General Section and Section 7) defines all requirements for badges & records in hang gliders Class 1,2,3,4, and should be read in conjunction with current publications from your national aero club (NAC).

Evidence: While it is desirable that all evidence be completed on this form, separate pieces of paper are acceptable if they contain all relevant information and are certified by the Official Observer (O.O.).

OFFICIAL OBSERVER CERTIFICATE (For additional observers, use a separate sheet of paper).

Name of chief controlling official observer (please print) _____
 O.O. N° _____ O.O. Address _____
 I certify I am satisfied with the veracity and completeness of the pilot's documentation, and request that the NAC and/or FAI process the record or badge claim. O.O. Signature _____

FLIGHT DETAILS (Required for all flights).

Date of flight _____ Place of take-off _____
 Type of take-off (foot, aerotow, winch tow, vehicle tow, other) _____
 Glider type & serial N° _____

PASSENGER CERTIFICATE (Only required for multiplace records).

I certify that the passenger is at least 14 years old. Pilot signature _____
 Passenger Name, Age, Sex _____
 Passenger Address _____
 Passenger Signature _____

AEROTOW/WINCH RELEASE/ENGINE-OFF CERTIFICATE (Required if foot-launch takeoff not used.)

I certify the glider was released at: (exact position) _____
 at _____ hours at _____ metres AMSL / AGL. O.O. signature _____
 Tow pilot/driver name (print) _____ Tow vehicle registration _____
 Tow pilot/driver signature _____

BAROGRAPH CERTIFICATE (Required if barograph was used).

I certify that I inspected the barograph and observed it function before flight. O.O. Signature _____
 Barograph Model, Serial N° _____ Flight Recording N° (if applicable) _____
 I certify I inspected the barograph after flight; it appeared un-tampered with. O.O. Signature _____

DIFFERENCE of HEIGHT CERTIFICATE (Required for all speed and distance flights).

I certify that the altitude of the pilot at the departure point was _____ metres AMSL.
 I certify that the altitude of the finish point is _____ metres AMSL, providing a difference of _____ m.
 The distance flown was _____ km. The ratio of distance (in metres) to difference in height is _____
 (Determine altitude of pilot at departure point through observation or preferably by inspection of barogram, with barograph clock synchronised to O.O.'s clock, and with pilot communicating to O.O. the time of crossing the departure point.)

ALTITUDE CLAIM (Required for all claims involving gain of height).

Type of claim (Silver 1 km, PG Gold 2 km, PG Diamond 3 km, Record, Other) _____
 Initial low point of flight _____ m AMSL. Subsequent high pt. _____ m AMSL. Difference: _____ m.
 Sea level barographic pressure at take-off location at start of flight _____ mBar or hPa or kPa or in. Hg.
 I certify I have examined and found correct the barogram calibration trace made on (date) _____
 O.O. signature _____

13 OFFICIAL OBSERVERS

13.1 Authority

Official Observers are appointed by a NAC (or its delegated National Association). They are empowered to control and certificate flights for FAI Records, Badges, Championships and Competitions in their own country and in another country if its NAC gives permission.

13.2 Register

The NAC or its National Association is responsible for keeping a register of its Official Observers, for providing briefing or instruction and ensuring that access to changes to the Sporting Code is available to them. The national register should be reviewed and updated at intervals of not more than 5 years.

13.3 Qualifications

Official Observers must know the Sporting Code General Section and Section 7 and have the integrity to control and certificate flights without favour.

Official Observers may not act as such for any flight in which they are pilot or passenger or have a personal, financial or business interest. (Owning or part owning the hang glider is not of itself considered financial interest.)

13.4 Control

Control means observing of Take-off, Departure, Finish and Landing; checking cameras and films, sealing, unsealing and print-out of barographs, and the signing of all certificates covering the evidence concerned for the flight.

13.5 Certification

Official Observers may only certificate an event at which they were present, except that they may certificate an outlanding if they arrive soon afterwards and there is no doubt about the position of the landing.

Air Traffic Controllers on duty are considered Official Observers for observation of take-off, start and finish lines, turn and control points and landing.

Aero tow pilots may certificate the altitude, time and point of release from aero tow.

Championship officials are considered as Official Observers for a record or badge flight made during the event and for which the documentation is data used for scoring a valid task.

Independent Witnesses may certificate an outlanding in the absence of an Official Observer. They must give their names, addresses, telephone numbers (if any) and state precisely the place and time of landing.

All certificates by people other than registered Official Observers must be countersigned as correct by the Official Observers controlling the flight. If an Official Observer considers he may not be entirely free of interest in the claim he must obtain the countersignature of an independent Official Observer.

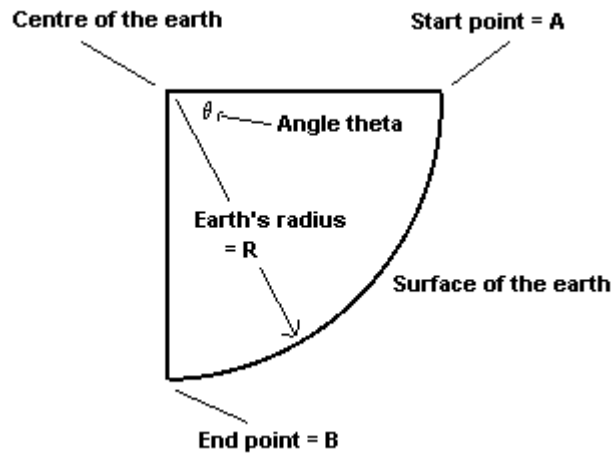
13.6 Suspension or Cancellation of Authority

The NAC may suspend or cancel the authority of an Official Observer for negligent certification or wilful misrepresentation.

14 DISTANCE CALCULATION

The great circle distance is the shortest distance between two points on the earth's surface. The line between the two points is an arc on a circle in a plane defined by three points: the start point, the end point and the centre of the earth. The distance along this arc can be determined using spherical trigonometry using R, the earth's radius, and theta, the angle in the centre of the sector formed by the earth's centre, the start point and the end point.

Each degree of angle at the earth's centre, extended upward to the surface of the Earth, is equivalent to a distance of 1/360th of the circumference of the earth using the FAI radius given in paragraph 5.2.1.2. Since the circumference is equal to $2 \times \text{Pi} \times \text{Radius}$, $1 \text{ degree} = 2 \times \text{Pi} \times R / 360 = 111.194926642 \text{ km}$ at the earth's surface.



The angle between the two points is given by the following formula:

$$\text{Cos}(\theta) = \text{Cos}(\text{LatA}) \cdot \text{Cos}(\text{LatB}) \cdot \text{Cos}(\text{LongA} - \text{LongB}) + \text{Sin}(\text{LatA}) \cdot \text{Sin}(\text{LatB})$$

Putting the above information together, using a more accurate formula for theta using sines instead of cosine, here is a formula used for calculating the great circle distance when you know the latitude (Lat) and longitude (Long), in decimal degrees, of the two points of interest A and B :

Distance = $2 \cdot \text{Pi} \cdot \text{Radius} / 360 \cdot 2 \cdot \text{Arcsin}(\text{Part4})$, where:

$$\text{Part1} = \text{Cos}(\text{LatA}) \cdot \text{Cos}(\text{LatB})$$

$$\text{Part2} = \text{Sin}((\text{LongA} - \text{LongB}) / 2)$$

$$\text{Part3} = \text{Sin}((\text{LatA} - \text{LatB}) / 2)$$

$$\text{Part4} = (\text{Part1} \cdot \text{Part2}^2 + \text{Part3}^2)$$

$$\text{Radius} = 6\,371.0 \text{ km}$$

Here is another formula, which is slightly more accurate (0.1km in a circumnavigation of the earth):

Distance = $2 \cdot \text{Radius} \cdot \text{Arcsin}(\text{Part4})$, where :

$$\text{Part1} = \text{Cos}(\text{LatB}) \cdot \text{Sin}(\text{LongB}) - \text{Cos}(\text{LatA}) \cdot \text{Sin}(\text{LongA})$$

$$\text{Part2} = \text{Cos}(\text{LatB}) \cdot \text{Cos}(\text{LongB}) - \text{Cos}(\text{LatA}) \cdot \text{Cos}(\text{LongA})$$

$$\text{Part3} = \text{Sin}(\text{LatB}) - \text{Sin}(\text{LatA})$$

$$\text{Part4} = 0.5 \cdot \text{Square root}(\text{Part1}^2 + \text{Part2}^2 + \text{Part3}^2)$$

Some calculators or computers may require that you enter the coordinates in radians rather than in degrees. In this case, use the following relationship : Radians = Degrees $\times \text{Pi} / 180$.

The earth is not exactly spherical, in fact it is oblate (fatter around the equator), but the FAI uses the above radius figure as an average radius for flights in all directions.

To check your formula, calculate the distance for a flight halfway around the world, ie. From 0°Lat , 0°Long to 0°Lat , 180°Long . Y To check your use of the formula, calculate the distance for a flight halfway around the world, i.e. from 0°Lat , 0°Long to 0°Lat , 180°Long . You should obtain a distance of 20 015.09 km. For this you will need a calculator with a precision of at least 10 decimal places.

It is suggested that each NAC have a method for using the above formulae to verify pilots' claims. Several computer programs are available for that purpose.

Also, see Appendix 2 of Annex C the IGC Section 3 of the Sporting Code

15 SAMPLE LOCAL REGULATIONS

LOCAL REGULATIONS FOR

(Continent e.g.EUROPEAN or WORLD) HANG GLIDING/PARAGLIDING CHAMPIONSHIPS



AT

ON

ORGANISED BY

**ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE
INTERNATIONALE**

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

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

The title page of the Local Regulations must include:

LOCAL REGULATIONS FOR THE

.....
CHAMPIONSHIP

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

Full title of the championships

Location and country

Dates, including practice period, registration and opening ceremony.

Logo of FAI and of championships

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

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

15.1 Purpose

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

15.2 Programme

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

15.3 Officials

Director
 Deputy Director
 Key officials
 Meteorologist
 International Jury : President
 Members

Stewards

(Give nationality of Jury and Stewards).

15.4 Local regulations

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

2.2	Pilot qualifications Evidence of competitor's nationality Pilot's valid FAI Sporting Licence Receipt for payment of entry fees by the closing date. Satisfactory evidence of glider airworthiness Certificate of Insurance as detailed on Entry Form	
2.3	The Registration office will be open from to on	
3	REST DAYS. The policy on rest days shall be declared before the first competition day.	5.25
4	COMPLAINTS AND PROTESTS. A complaint may be made to the Competition Director or his deputy, preferably by the team leader, in writing, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously. If the complainant is not satisfied with the outcome the team leader may make a protest in writing to the Director or his deputy. (See General Section chapter 5). The time limit for protests is ----- hours after publication of the provisional task results or the results of the complaint, except that after the last contest task it is ----- hours. The protest fee is ----- . It will be returned if the protest is upheld.	5.4.5 24.4 (Accuracy)
5	TAKE-OFF METHODS	
5.1	Foot Launch from hill site. Give information on : Site names, locations, height of take-off, layout and area of grid, etc.	
5.2	Tow. Give information on : Airfield name, location, size and layout of take-off area Number of tugs which will be available Tow rope length, weak link strength Aero tow release height, tug flight patterns and drop zones Requirements for base bar wheels and trolleys	
6	RADIO TRANSCEIVERS. (State if radio transceivers are prohibited or permitted. Radios are for communication between competitors, team leaders, drivers and the organisers. Only frequencies allocated by the organisers may be used. The above does not apply to ELTs incapable of voice transmission. The use of GPS systems during competition flights is/is not permitted. (Give the Safety radio frequency)	5.23.2
7	RETAKE-OFF A competitor will be allowed ----- take-off (s) to attempt the task within the stated take-off period. A failed take-off attempt or safety problem arising immediately after take-off which results in a landing will not count as one of the permitted number of take-offs. However, the pilot's take-off time will be taken from the time of the first take-off attempt.	5.27.2 5.29.1
8	TASK PERIOD. Times of window open for take-off and times for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period of time that the launch window will remain open for the day to be considered valid is.....	5.28
9	SCORING.	
9.1	[Insert Scoring system approved by CIVL when making a bid including method for normalising group scores (if needed).	5.32, 5.33
9.2	Team Scoring. State approved team score procedure	5.33, 23.5, 24.9.6
9.3	For scoring purpose, guest pilots are / are not counted as competing pilots.	
9.4	Scoring a stopped task. Give rules that will be used for scoring a task that has been stopped but not cancelled and state the circumstances in which this will be used.	5.20.6
10	Thermaling rules and procedures. All pilots must read and understand section 27, Thermaling Rules and Procedures.	

16 CHAMPIONSHIP ENTRY FORM EXAMPLE

ENTRY FORM FOR

(Title of championships, Dates, Location, Country)

Name of National Aero Club

Address

tel/fax _____

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

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

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

The maximum number of gliders which may be entered is _____ with not more than _____ in any Class.

Name of Team Leader _____

Names/number of Assistants if known _____

Names/number of accompanying technical officials if known _____

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

Total _____

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

The following is included in the entry fee:

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

Signed _____

Name _____ Position in NAC _____ Date _____

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

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

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

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

Annex A to Sample Local Regulations

CERTIFIED GLIDER AFFIDAVIT

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

Signed on this date: _____

Signature of Participant

Printed name of Participant

Address of Participant: _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

Annex B to Sample Entry Form

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

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

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

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

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

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

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

Signed on this date : _____

Signature of Participant

Printed name of Participant

Address of Participant : _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

17 PARAGLIDER LINE STRENGTH DOCUMENTATION REQUIREMENTS

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

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

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

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

If the glider passes

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

17.1 Paraglider Line Strength Certificate

I. Type specification

Manufacturer

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

We confirm that the glider Type designation,

Serial No,

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

Place,

date

Signature

18 GUIDELINES FOR ASSISTANCE TO A PILOT IN DANGER

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

It is recommended that all pilots have first aid qualifications.

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

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

18.1 Rescue actions in competition

18.1.1 The objective:

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

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

18.1.2 Organization duties:

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

18.1.3 Obligations of the injured pilot.

If he is physically able, the pilot must:

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

18.1.4 Obligations of pilots who witness an accident.

If at all possible, the pilot must:

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

18.1.5 Waiting for the organization decision and then

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

18.1.6 If radio contact with the organization is impossible

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

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

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

18.1.8 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.

18.1.9 Once discovered

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

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

19 PARTICIPANT INCIDENT POLICY

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

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

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

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

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

The following guidelines are provided for such abusive behaviour.

19.1 Procedure

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

19.2 Lesser offences

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

Punishment (in order of severity)

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

19.3 Serious offences

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

19.3.1 Punishment

in order of severity

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

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

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

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

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

20 GUIDELINES FOR CLASS II & V DETERMINATION

The Class Definition Committee is continuing the process of investigating the possibility of adding new classes to include more specific design characteristics

These guidelines are intended to provide procedures for manufacturers and the CIVL Classification Technical Committee (hereafter referred to as the *Committee*).

20.1 Background

The definition of Class 2 and Class 5 hang gliders includes the requirement that it be capable of being foot launched and landed consistently in nil wind (Refer to 1.4). 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 Class 2 or Class 5 by the Committee 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.

20.2 Manufacturer procedures

Manufacturers with a new design, intended to be either a Class 2 or Class 5 glider that they wish to enter into a CIVL sanctioned competition must contact the Committee. The Committee will either accept a videotape demonstrating the required takeoffs and landings or the manufacturer may choose to demonstrate the procedure for a Committee member or appointee. Evidence submitted solely by videotape will be ruled by Committee or the Chairman when the Committee is not convened. Evidence from an independent Committee 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.

20.3 Videotape requirements

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

- A continuous film of each flight including takeoff and landing shot from the landing area. A total of two flights demonstrating safe takeoffs and landings must be shown. Both takeoffs 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 takeoff 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 takeoff and near the landing must be clearly shown in the same continuous video as the takeoff 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.

20.4 Further requirements

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

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 1.4). 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.

Takeoffs 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).

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.

20.5 Witness requirements

If a Committee member witness is used, no videotape is necessary, but a written report describing the two takeoffs and landings as being successful must be made by the witness. This report must include the takeoff 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 20.3 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.

20.6 Committee responsibilities

The Committee will meet at the CIVL plenary meeting and rule on any outstanding requests. The Committee 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. The Committee will maintain a current list of accepted Class 2 gliders on the CIVL web site.

Special Note: Wheels are allowed on Class 2 gliders in competition. However, all launches other than tow launches must be performed on foot (see special rules for disabled pilots, 1.4.3.2).

20.7 Fairings

Fairings are not allowed on Class 5 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.

21 RULES FOR GPS FLIGHT VERIFICATION

21.1 General

21.1.1 Category 1 Events

Flights in Category 1 Championships will be verified using GPS track-log evidence. Only in exceptional circumstances will the relevant CIVL Competition Committee allow photographic evidence.

21.1.2 Approval

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

21.1.3 Notification

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

21.1.4 Photographic Back-up

The competition policy regarding the use, or non-use of photographic backup must be advertised before the start of the competition

21.1.5 IGC Standard Equipment

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

21.2 GPS use

21.2.1 Back-up GPS

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

21.2.2 Multiple Tracklogs

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

21.2.3 Tracklog Submission

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

21.2.4 Registration of GPS Units

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

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

21.3 Sectors

21.3.1 Size of Sectors

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

21.3.2 Accuracy of GPS sectors

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

21.4 Track log

21.4.1 GPS Data

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

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

21.4.2 Essential Data

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

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

21.4.3 Start Data

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

21.4.4 Missing track log

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

21.4.5 Goal Data

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

21.5 General Verification Rules

21.5.1 Minimum Tracklog Points

A pilot's tracklog must contain sufficient tracklog points to verify all control features of the task that has been set, except that 21.4.4 may be applied for a start. In the event of doubt about tracklog validity 21.5.8 will apply.

21.5.2 Minimum Tracklog Evidence

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

21.5.3 Evidence of Best Distance on Task

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

21.5.4 Scoring a Stopped Task

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

21.5.5 Missed Features

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

21.5.6 Best Evidence

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

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

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

21.5.7 Time based disputes

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

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

21.5.8 Rejection of Track Log

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

21.6 Pilot Responsibilities

21.6.1 GPS Equipment

Each pilot must ensure that he/she has equipment that is secure and compatible with the approved GPS flight verification software that is to be used. The makes and models that will be accepted for flight verification during a competition will be publicised prior to the start of the competition.

21.6.2 Operating Parameters

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

21.6.3 Landing Verification Form

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

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

22 HANG GLIDING SAFETY STANDARDS

22.1 Purpose

The purpose of these standards is to insure a certain minimum level of structural integrity and pilot safety in hang gliders of classes 1, 2, 4 and 5.

In general hang gliders should comply with the load test certification standards of, the HGMA, BHPA or DHV, or similar testing body.

Where dimensional limits are applied to structures, these have been chosen such that adequate strength is achievable with materials currently in use.

Reduced strength due to use of unconventional materials meeting these dimensional limits is the competitors responsibility. Where relevant the conventional material is stated.

These standards override the certified configuration of a glider.

22.2 Structural limits

22.2.1 Structural Cables

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

22.2.2 Wire Attachment Points

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

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

22.2.3 Control Bars

If a control bar is made of materials other than metal, it must have an internal steel rigging cable that serves as a structural backup. If a non-metallic base tube (control bar) does not show clear evidence of an internal rigging cable (end pins or vibration when tapped) the pilot must supply a manufacturer's affidavit verifying the presence of a cable in the base tube.

22.2.4 Pilot Suspension Systems

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

22.2.5 Rescue Parachutes

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

Explanatory Notes:

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

Control cables are not deemed to be structural.

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

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

22.3 Ballast

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

22.4 Penalties

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

23 SOARING COMPETITION

23.1 Flight verification

Soaring competition is scored using the RACE scoring program with GAP 2000, OzGap, or GAP 2002 formulas. Explanation documents for these formulas are available separately from the FAI office or from the Internet.

Photographic evidence of an advanced position on course will not be accepted as a "landing position". However, when an approved GPS flight verification (Chapter 20) system is being used, this evidence can be used to claim a pilot's best position on course as the pilot's finish of the flight (landing position).

In championships, verification of the landing place may be made from a GPS track log as evidenced by an approved GPS flight verification system. See chapter 20.

FAI Photo Sector. The photo sector is a quadrant (90 degree sector) on the ground with its apex at the turn point. It is orientated symmetrically to and remote from the two legs of the course, which meet at the turn point. For championships, the radius of the quadrant is 1 km. In championships the Director may vary the sector to lie between two unmistakable linear features on the ground provided that the sector is not extended beyond 150 degrees. If possible the turn point should be one specific corner of a square or rectangular building. In any case it must have a vertical feature. Rules for GPS verification sectors are found in Chapter 20.

The photograph may be taken from higher or lower than the turnpoint provided the turnpoint is clearly visible in the picture.

23.2 Goal line control

For championships, finish lines (goal lines) shall be approximately 50 m long and clearly marked on the ground. Vertical masts carrying windsocks shall indicate the ends. Further markers to aid identification of goals from a distance should take the form of large white flags or banners (minimum 2m x 1.5m) placed just to the right of the goal line when viewed from the correct direction of approach.

The goal line material on the ground is an aid to the pilots to help them see the approximate vertical plane of the goal.

In Classes 1, 2, 4 and 5 a pilot is considered to have crossed the finish line when the nose of the glider cuts the finish line in the correct direction, using only the energy of the glider but not of the pilot. In Class 3 the line is crossed when the pilot's foot cuts the line under the same conditions. A maximum height may be specified, below which the pilot must fly to be judged to have crossed a goal line. The line will be defined as a straight, vertical plane which will be accurately marked in such a way so that the goal marshal can properly control finish times. The physical marker on the ground will match the vertical plane as accurately as practical and act as a guide so that the pilots can see where the finish line is.

If photographic evidence is used, no other evidence is admissible, except that evidence of crossing a finish line may be from ground observers

23.3 Team size and scoring

23.3.1 Team scoring for Hang Gliding competition (Classes 1, 2, 4 and 5).

Team scoring will be the sum of the best N^0 (number) of the team members, being added daily to produce a total score for the competition.

The N^0 (number) of pilots whose scores contribute to their team's daily score is calculated according to the formula: 50% of maximum permitted team size, rounded up, when necessary, to the next whole number. E.g. if 7 pilots from one country may enter the class, the scores of the top 4 each day would contribute to the team score.

Team size for hang gliding competitions will be stated in the local regulations and the means for avoiding dangerous overcrowding in the air will be explained in the local regulations.

23.3.2 Team scoring for Paragliding (Class 3).

The team score calculation is the daily sum of the scores of the best three pilots on the team, measured each day, and added daily to produce a total score for the competition.

Team size for paragliding competition is determined by the following:

Paragliding team size is to be determined by a countries ranking at 4 calendar months before the first day of the Championships. Team size will be determined by the number of pilots a nation has ranked in the top 50 on the WPRS and the nationality of top 10 females

For any gender	Base	Extra	Team size	Total
Top 1-5 nations	2	3	5	25
6-10 nation	2	2	4	20
11-15 nation	2	1	3	15
16 -	2	0	2	50
Females				
1-10 nations	1	1	2	20
11-	1	0	1	30

An explanation of how to fill extra places is on the Internet at the FAI web site

23.4 Competition validity

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

24 PARAGLIDING LANDING ACCURACY

24.1 Objective

The first objective of an FAI 1st Category competition is to determine World or Continental Individual and Team Champion in Paragliding Accuracy Landing

24.1.1 The Winner

The winner of each category will be the individual or team with the lowest aggregate score, where appropriate.

24.2 Eligibility

24.2.1 Pilot

Entry is open to all members of their respective NAC who hold:

- FAI Sporting License that covers Paragliding,
- National paraglider pilot's licence equivalent to the IPPI 4 standard,

Pilots have to be able to demonstrate their ability to take off in all wind and weather conditions that fall within the operating limits (according to take off method determined in local regulations).

24.2.2 National Team

The minimum team size in a paragliding accuracy competition shall be at least 5 pilots. Team size will be defined in local regulations.

24.2.3 Paraglider

The competition is open to all Class 3 Hang gliders (1.4.1.1).

24.2.4 Personal Equipment

24.2.4.1 Rescue Parachute

The Local regulations will define if a pilot is required to carry a rescue parachute.

24.2.4.2 Footwear

The heel and the tip of competitors' shoes should be made of a material and shaped in a way that it cannot damage an automatic measuring device.

24.2.4.3 Radios

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

24.3 Site and equipment

24.3.1 The Target

24.3.1.1 Location

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

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

24.3.1.2 Measuring Device

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

24.3.2 The Measuring field

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

24.3.2.1 Size

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

24.3.2.2 Construction

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

24.3.2.3 Limitations on Access

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

24.3.3 Wind Direction Indication

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

24.3.4 Wind Speed Recorder

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

24.3.5 Meteorological information

Meteorological information on each competition day must be provided at the team leader's briefing. Information should also be posted on launch and/or the information board.

24.4 Competition

24.4.1 Number of Rounds

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

24.4.2 Practice Rounds

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

24.4.3 Validation of Rounds

The results obtained in any round will count towards individual and team scores only when a round has been completed (i.e. when all of the competitors have received a score or a penalty). In the event of a break in the competition in the middle of a round, the competition will be resumed from where it left off.

24.4.4 Contest Numbers & Flying Order

Teams will be drawn at random to determine flying order. Each nation's team members will be allocated a number 1, 2, 3, 4, 5.....in accordance with the information stated in the entry form.

Based upon the teams' flying order, determined by the draw, each pilot will be allocated a flight order/contest number such that: all the number 1s from each team fly first, followed by number 2s, 3s etc.

All pilots are required to display their contest numbers prominently on their helmets. Wings shall be marked using a suitable method to ensure each can be individually identified.

24.4.5 Take off

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

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

24.4.6 Wind dummies

Wind dummies must be used at the start of each competition day and after significant periods of stand down. This period will be defined in the Local Regulations. Wind dummies must attempt to land at the target, because their performance will provide pilots with information on weather conditions.

24.4.7 Pilot separation

Pilots flying have to separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed and may lead to maximum score penalty; it may be regarded as dangerous flying conduct (5.20.1).

24.4.8 Signalling reference

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

24.4.9 Definition of Final Approach

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

24.4.10 Re-launches

A competitor may only request a re-launch following the disputed flight by applying to the Event Judge at the target before signing for their score. The competitor must register their request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges). At the time a re-launch is awarded the competitors score for the disputed flight will be cancelled. Re-launches shall take place at the end of the full round in which they were awarded, or during the round at the discretion of the Meet Director.

If a relaunch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot.

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

- The wind speed exceeds the specified limit during the time of 30 seconds before the competitor touches the landing point. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.
- The target is obscured during a competitor's final approach.
- The judges fail to reset the automatic measuring device.
- The competitor changes his flight plans for safety reasons to avoid another competitor in the air, and does not then attempt to land on the target.
- If there is any significant external distraction which demonstrably affects the competitor's target approach.
- At judges' discretion on the grounds of a technical problem. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight) which is not a result of the pilot's poor pre-flight check. A re-launch may be authorised provided that the pilot does not attempt to fly at the target.

24.5 Limitations

24.5.1 Wind Speed

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

24.5.2 Target Obstruction

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

24.6 Scoring

24.6.1 Method

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

- If the competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius.
- Landing has to be made on feet. Falling is not allowed. If a competitor falls at landing, he scores a maximum score. Falling means: if any part of the body or equipment (appendage, which includes any part of the harness) except the feet touches the ground before the wing does.
- If a competitor lands with both feet together or lands in such a manner that the foot's first point of contact cannot be defined (heel, tip...), then the furthest point of the footprint is measured.
- A pilot who is not present at launch will be marked ABS in the results for that round and a maximum score will be recorded.
- A pilot who is present but did not fly will be marked DNF in the results for that round and a maximum score will be recorded.

24.6.2 Automatic Measuring device

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

24.6.3 Individual Scores

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

24.6.4 Team Scores

The Nation's team score for each round will be calculated as the aggregate score of the best five of the scores achieved by members of the Nation's team. There is no dropping of the worst score at team scoring. The aggregate of the individual scores of the best five pilots of the team for each round count toward the team score.

24.6.4.1 Small Teams

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

24.6.5 Tied Scores**24.6.5.1 Teams:**

In the event of any tie between first three teams at the end of regular competition, all members of each of those teams will have an additional flight, if circumstances permit, and the Nation's team score will be calculated (24.6.4). If any teams are still tied, this will be repeated as required until the tie is broken. In the case of insufficient time, as determined by the Chief Judge, the fly off will be between one nominated member from each team.

24.6.5.2 Individuals:

In the event of any tie between first three individuals both (or all) will have an additional flight, if circumstances permit. This will be repeated as required until the tie is broken. Scores achieved through additional flights can not be dropped.

24.6.6 Validation of Scores

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

24.7 Complaints and Protests

Complaints and protests will be dealt with according to procedures in Section 7 and General Section.

24.7.1 Video Evidence

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

24.7.2 Protest Fee

This will be stated in the Local Regulations.

24.8 Judging

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

24.8.1 Judging team

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

24.8.1.1 Composition of Judging Team

The full Judging Team shall consist of the following:

- Chief Judge
- Event Judge
- Three Fichet Judges
- One back Judge

- One front Judge
- One Recorder
- One Wind Monitor

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

24.8.2 Chief and Event Judge

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

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

24.8.3 Judging code

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

24.8.4 Duties of Fichet Judge Team

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

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

24.8.5 Front and Back Judge

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

24.8.5.1 Signals

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

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

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

Fall - Left arm above the head.

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

24.8.5.2 Failure to Agree

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

24.8.6 The Recorder

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

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

24.8.7 The Wind Speed Monitor

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

24.8.8 The Event Judge

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

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

24.8.9 Chief Judge

The Chief Judge is responsible for the following

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

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

25 SHORT COURSE SPEED EVENTS

25.1 Title and Ranking

The title of World or Continental Champion shall be the pilot having the shortest cumulative time including penalties of all the competition rounds

The winning team shall be the team, as defined in 23.3.2, having the shortest cumulated time for the competition, with allowance made for any bonus or penalty score that forms part of the results.

The procedure for awarding bonus points for landing accuracy, or any other means of scoring must be detailed in the approved local regulations.

25.2 Glider limitations

Besides the rules stated in 5.13 concerning the requirements for hang gliders and associate equipment, the wing loading is limited as follows:

The combined weight of the glider, pilot in full flying attire, all ancillary equipment and ballast, shall not exceed a wing loading of 10 kg/m² (2.0 lbs/ft²).

Exceeding this loading will incur a time penalty.

25.3 General competition rules

25.3.1 Radios

Voice activated microphones (VOX) are not allowed.

25.3.2 Course Definition

The Competition Director on consultation with the Steward will define the course.

25.3.3 Course Marking

All tasks will be races down designated courses marked by a combination of Pylons, Height Limit Pylons, Height Limit Gates or other visible markers.

25.3.4 Task Winner

The pilot, who completes the course in the fastest valid time, wins.

The timing will finish as the pilot flies through the finishing gate. However, the WHGS in consultation with the Meet Organisers may award separate/additional points and/or separate/additional prize money for landing accuracy.

25.3.5 Take-off Area

Preparation and takeoff areas will be marked on the ground. Pilots should be able to take off at a rate of at least two per minute providing air conditions permit. Only pilot and the organisational staff are allowed to enter the takeoff area.

25.3.6 Take-off Procedure

The exact takeoff procedure of each event will be announced before the first task and displayed on the information board.

25.3.7 Starting Order

Pilots shall take off in a pre-determined order. The order of the first run in any event will be made by lottery. Thereafter, the take off order will be determined by the pilot position of the previous task; the slowest pilot takes off first and the fastest pilot last.

Pilots disqualified in the previous task, take off before the slowest scoring pilot of the previous task. If in the event of there being more than one disqualified pilot, then their take off order will be determined by their relative take off positions of the previous task.

25.3.8 Starting the Task

Take off must only be from the designated take off area.

The Competition Director will determine the maximum waiting time a pilot may take after being cleared to launch.

25.4 Types of start

25.4.1 Flying start

The pilot takes off and then flies through a start timing gate at which point the timing clock starts.

25.4.2 Standing Start

The timing of the task starts when the first part of the glider crosses a start line positioned in front of the take off area.

25.4.3 Electronic Start

The timing of the task starts when the pilot during take off activates an automatic timing device. e.g. light beam or mechanical barrier

The start type may vary over the course of the championships, but will not vary over the duration of a task. Start type will be announced at the pilots' briefing.

Pilots failing to start in their correct order or within their specified waiting time will be given a new start position and incur a time penalty. The Competition Director will determine both. The penalty will depend on the design of each course and will remain fixed for that course for the duration of the event.

25.5 Flying the Task

The course shall be flown in the direction specified at the pilots' briefing.

All course markers must be passed without any part of the pilot or glider being vertically over, and/or in contact with any part of, the marker. With the exception of Height Limit Gates & Height Limit Pylons, course markers can be negotiated at any altitude. If the pilot misses a pylon or gate, a penalty will be applied to the pilot's time score. This penalty must be declared before the start of the competition begins and remain the same for every round. The penalty should be large enough to prevent intentional missing of pylons but not discourage a pilot from finishing the course. A suggested penalty is 8% to 15% of the average flight time in seconds or 30 to 60 seconds.

To successfully negotiate a Control Gate, the glider must be flown in between the vertical projection of the gate pylons with some part of the pilot's body or glider passing lower than the imaginary line connecting the tops of the two gate pylons. Trailing VG (VB) ropes, harness parts, etc, are not deemed to be a part of the pilot or glider. A gate must be passed through without any part of the pilot or glider being vertically over, and/or in contact with any part of, the gate pylons. If the Height Limit Gate is set on uneven ground, the highest pylon will be deemed the height-limiting pylon.

Single course pylons may be used as Height Limiting Pylons. A Height Limiting Pylon is judged the same as a Control Gate except the pilot does not have to be a limited distance away from the pylon.

25.5.1 Finishing the Task

A pilot will be deemed to have finished the task when:

- They have successfully completed the course by clearing all course elements within the maximum time set for the task.
- Their time on the course exceeds the maximum time set for that course
- They fail to take off, are deemed to have landed or contacted vegetation or structure prior to reaching the finishing gate
- In the view of the Meet Officials, they fly in a reckless or otherwise unsafe manner, which risks their own safety or that of other people and/or their property
- After completion of a task, pilots must land within the official landing area. Failure to do so may risk a time penalty or disqualification from that task. The penalty or disqualification will be at the discretion of the Competition Director.

25.5.2 Conflict of Flight Path

If a conflict occurs during the crossing of a finishing line due to a pilot catching up with the preceding pilot, the trailing pilot can elect to pass outside the Finish Control Gate on the side which results in the longest flight path. The trailing pilot's time will be stopped when the projection of the finish line is crossed. If it is not obvious which side of the Finish control Gate results in the longest flight path, the Competition Director must declare this beforehand

Pilots must clear the landing area immediately after landing.

26 ADVICE ON PREPARING A PROTEST

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

26.1 Hierarchy of Rules

This will be:

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

26.2 Procedure

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

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

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

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

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

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

The protest should finish with signature, date and time.

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

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

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

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

27 THERMALING RULES AND TECHNIQUES

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

27.1 Aggressiveness

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

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

27.2 Entering a thermal

27.2.1 First rule

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

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

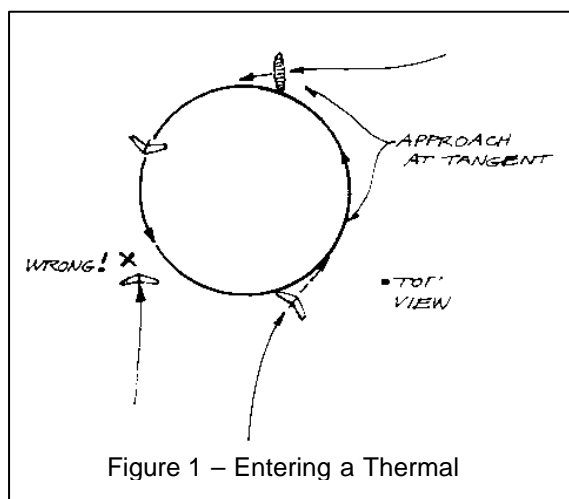


Figure 1 – Entering a Thermal

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

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

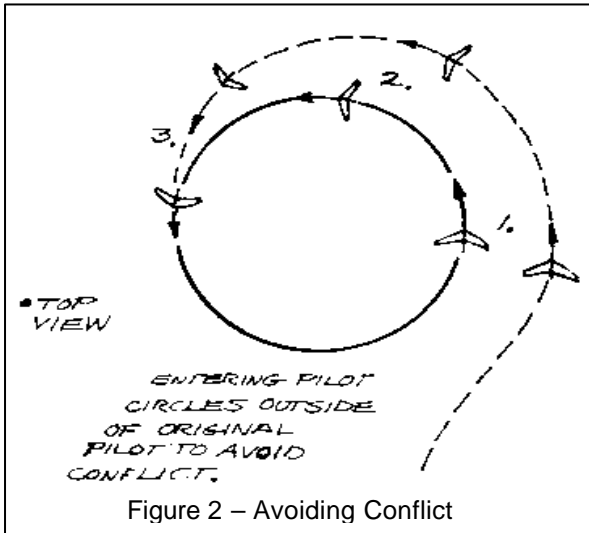
27.2.2 Second rule

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

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

Never fly through the middle of a thermal circle.

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



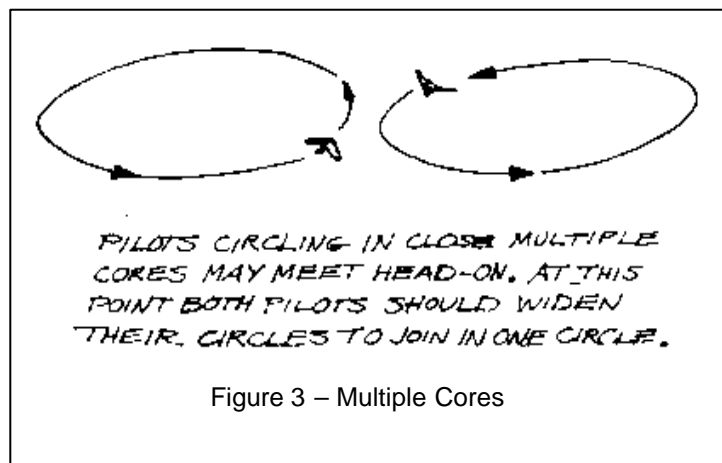
Sometimes the circle is reached when the circling pilot is on the entry side of the thermal. In this case, the approaching pilot should circle on the normal side, but further out from the centre to give the other pilot room to continue to circle with no variation in the established pattern. The entering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

27.3 Multiple Cores

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

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

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



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

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

27.4 General Rules

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

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

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

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

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