CIVL 2024 PLENARY – ANNEXE 26G

PROPOSAL BUREAU – SECTION 7A CLEAN-UP

Background

Section 7 A contents was not in order logically, contained outdated info and was missing some information. The following clean-up is also aimed to make it more suitable as the event organizers handbook.

Proposal
Section 7 A

FAI Sporting Code

Fédération Aéronautique Internationale

Section 7A – Class O
Cross Country
Hang Gliders and Paragliders
Classes 1 to 5

2025 Edition v 0.1
Effective 1st May 2025

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RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code[1] are termed *FAI International Sporting Events*[2]. Under the FAI Statutes[3], FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members[4] shall, within their national territories[5], enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar[6].

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software, that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event[7].

Each FAI Air Sport Commission[8] may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events[9]) in the discipline[10], for which it is responsible[11] or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers[12].

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

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1 FAI Statutes, ... Chapter 1, ... para. 1.6
2 FAI Sporting Code, Gen. Section, ... Chapter 4, ... para 4.1.2
3 FAI Statutes, ... Chapter 1, ... para 1.8.1
4 FAI Statutes, ... Chapter 2, ... para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
5 FAI By-Laws, ... Chapter 1, ... para 1.2.1
6 FAI Statutes, ... Chapter 2, ... para 2.4.2.2.5
7 FAI By-Laws, ... Chapter 1, ... paras 1.2.2 to 1.2.5
8 FAI Statutes, ... Chapter 5, ... paras 5.1.1, 5.2, 5.2.3 and 5..2.3.3
9 FAI Sporting Code, Gen. Section, ... Chapter 4, ... para 4.1.5
10 FAI Sporting Code, Gen. Section, ... Chapter 2, ... para 2.2.
11 FAI Statutes, ... Chapter 5, ... para 5.2.3.3.7
12 FAI Statutes, ... Chapter 6, ... para 6.1.2.1.3

Editors Note:
The FAI Sporting Code for Hang Gliding (hang gliders and paragliders) consists of the General Section and Section 7 combined. In cases of doubt, consult the General Section to establish the principles before applying the specific rules which appear in this Section 7.

Hang gliding (hang gliding and paragliding) is a sport in which both men and women participate. Throughout this document the aim is to maintain a gender neutral stance.

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

Table of Contents

1 GENERAL

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

This document defines rules for 1st and 2nd Category Cross country Events. For general rules, see Section 7 Common. If the rule is applied only to FAI 1 events it is explicitly mentioned in the document. If no such limitation is mentioned the rule is applied to both FAI 1 and FAI 2 events.

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

2 ENTRY

2.1 Maximum number of competitors

2.1.1 Paragliding

For Category 1 competitions the maximum number of pilots permitted is 130. This may be increased by exception during the bid process.
For Category 2 competitions maximum number of pilots permitted is 130.

2.1.2 Hang gliding

The maximum number of pilots permitted is 125.

2.2 Team size

The maximum number of pilots constituting a national team in Category 1 event is 6.

The Local Regulations shall state:

- The number of pilots that may be accepted in the championship.
- The number of pilots that may be entered by a NAC.
- The number of pilots of each sex who may be entered by a NAC (if applicable).
- The number of pilots constituting a national team.

2.3 Eligibility to Compete in 1st Category events

2.3.1 Hang Gliding

2.3.1.1 Class 1

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

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

2.3.1.2 Class 2

To be defined in the local regulations.

2.3.1.3 Class 5

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

- Been ranked with at least 20 WPRS points in Hang Gliding Class 1, 2 or 5.
- Flown a Class 5 glider in at least one Second Category event with at least 30 participants in any class or combination of classes.

2.3.1.4 Sport Class

To be defined in the Local Regulations.

2.3.2 Paragliding

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

- For World Championships, ranked in the top 700 in the World WPRS for paragliding or scored a minimum of 40 WPRS points in any single FAI sanctioned event.
- For European Championships, ranked in the top 700 in the European WPRS for paragliding or scored a minimum of 40 WPRS points in any single FAI sanctioned event.
- For other Continental Championships, ranked in the top 1500 in the World WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.

2.3.3 Other Criteria

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

2.4 Procedure for Checking Qualification

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

- The NACor National Association/Federation before selecting their pilots.
- The competition organiser.
- The CIVL Steward.
- The pilot.

It is each pilot's responsibility to make sure qualification criteria are met.

2.4.1 Exemptions

Requesting an exemption is not just another way to be qualified. Exemption to pilot qualification requirements may be given only under exceptional circumstances.
For any exemptions, applications must be made by the pilot's NAC, with supporting evidence of the pilot's international competition history. It is the responsibility of the NAC to ensure this is received by the CIVL President at least 60 days before the start of the competition.
The list of exempted pilots is published on the organisers' website.

2.4.2 CIVL Screening Committee

A Screening Committee, including a Chairperson, is appointed by CIVL Bureau for each Category 1 championship. It consists of three persons appointed by CIVL Bureau in agreement with the appropriate Committee Chairperson.
The Screening Committee shall:

- Review applications for exemptions.
- Request additional information if necessary.
- Make decisions with safety in mind.

The Chairperson conducts the screening, informs NACs, organisers and CIVL President.

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

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

The application form must include a clear statement of support from the NAC confirming that it believes that participation in the championship by the pilot will not affect the safety of either that pilot or other participants.
Exemption forms which include additional material for consideration may be accepted but any that omit requested information may be rejected.

2.4.3 Organiser's Responsibility

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

2.5 Allocation at 1st Category Events

Places are allocated to nations, one by one, in order from the top nation in the WPRS nation ranking down to the last ranked nation; if any places are still available, the process starts at the top again. The allocation process takes place between three and two months before the start of the event. The local regulations shall state the precise deadlines. After the two-month deadline, available spots may be allocated following the general principle of allocation until 14 days before the start of the event. Between the 14-day deadline and the first pilots' briefing of the first task/round/run, only a missing pilot from a nation can be replaced by another one from the same nation. The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts.
NACs are recommended to qualify more pilots than needed in case a late substitute is required.

2.5.1 Allocation of Defending Champions

Current World and Continental Champions, male and female, shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.
Extra spots originating from defending champions and/or top 5 women in PG XC are limited to only one extra spot to any nation.

- For paragliding XC competitions the top 5 women in the WPRS ranking, shall be allowed a discretionary entry to defend their title if not selected as part of the national entry, providing they have NAC approval. But they shall not score for their national team.
- When an allocation procedure is in place to qualify pilots, the request to use such discretionary entry must be made before the start of the first allocation round.

2.5.2 Allocation of Female places

- Where there is no separate championship for women, the base for all nations is one pilot plus one female pilot (1+1). The allocation is done according to 2.5, but in this process the place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation.

- Where there is no separate championship for women, the base for all nations may be one pilot plus two female pilots (1+2). The allocation is done according to 2.4, but in this process the places allocated to the two female pilots in the base team size cannot be filled by a male pilot in any round of allocation.

2.5.3 Host Nation quota

The host nation shall have the opportunity of entering the same number of pilots as the top nation, except that in mixed championships they may not enter males as substitutes for females with places allocated under the 1+1 rule (see 2.5.2).
Current World and Continental Champions, men and women, who are allowed a discretionary entry to defend their title if not selected as part of the national entry, are not taken into account in the number of pilots of the top nation.

2.5.4 Class 2 and 5 Teams

- Each NAC must fill up to the full team quota in Class 5before it can enter a Class 5 glider in Class 2. A change of a competitor from one class to another is not permitted after the closing date stated on the entry form unless the entry is restricted, or a particular class in the championship is cancelled.
- There is no team championship in Class 2.

2.6 Entry requirements at 2nd Category Events

The organizers of FAI 2 events may introduce their own entry requirements, providing that international participation rules (specified in Section 7 Common 6) are observed. Such requirements should be written in the Local rules published on the official event website and also mentioned on the event webpage.

3 MEET OFFICIALS

The cross-country competition staff should fulfil the roles and responsibilities outlined below. Local regulations may define different roles and/or responsibilities. While certain roles can be combined or shared among multiple individuals, the responsibilities of the Meet Director must remain solely assigned to one person.

3.1 Meet director

The Meet Director takes overall operational responsibility for the event including the programme of tasks to be flown. Where different classes fly from the same site, operations may be conducted under the charge of a single Director. Where different classes fly from separate sites, each site must have its own Director or Deputy Director.

Meet director responsibilities:
In addition to specified in Section 7 Common in XC competitions the Meet director should adhere to the following:
The Meet Director is to take into consideration the level of the average pilots when setting tasks.
The Meet Director may announce alternative tasks at briefing for use if the weather changes, but may not change the task once flying has started.
Meet director should have instant access to live tracking and be informed of the potential and actual incidents.

3.2 Safety director

Safety director responsibilities
The Safety Director should attend Safety Committee meetings and accept input from the Safety Committee.
In cross-country, further responsibilities of the Safety Director include: attending Task Advisory Committee meetings: monitoring the setting of goals and routes and checking that all pilots have reported back. Safety director should have instant access to live tracking and be informed of the potential and actual incidents.

3.3 Launch Marshal

Launch Marshal or Launch director is the person in charge of the preparation of the take off and managing pilots launches with the approval of the Meet director

3.3.1 Launch Officials

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

3.4 Goal Marshal

Goal Marshal is the person in charge of the preparation of the goal field. See 7.7.

3.5 Scorer

Scorer is the person in charge of calculation of the competition scores and task rankings. See 8, 9, 10.

3.6 Retrieve manager

If organisers provide retrieves there shall be a specific person to collect retrieval requests and manage the retrieval transportation. The retrieve manager should be able to communicate with pilots and with drivers.

3.7 Live tracking manager

If the organization is providing live trackers to the participants there shall be a person assigned to set up the system, to distribute devices before the task, check functionality, check all pilots are connected to the live tracking, follow the race on live tracking, follow pilots reporting back, inform Meet and Safety director about potential and actual incidents, collect and charge the devices after each task.

3.8 Pre-flyers (wind dummies) & other flyers

3.8.1 Objective

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

3.8.2 Timing and Limits of Flights

To give the Meet Director the information required, the pre-flyers must fly when and where directed, even if this results in their landing out.
When competition flying begins, the pre-flyers have done their job and must fly in a designated area or land as soon as possible so that they do not interfere with competition flying; in any event they may not fly beyond the start gate.

3.8.3 Other Flyers

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

4 ADVISORY COMMITTEES

4.1 Task Advisory Committee

This shall be a small committee, which will include at least two pilots elected at the first Team Leader's meeting (or at pilots briefing on a FAI 2 event). Task committee will also include one FAI Steward. Task setting and selection remains the ultimate responsibility of the Meet Director, but a task will not be flown without prior reference to the Task Advisory Committee. The Meet Director may replace a Task Committee member after consultation with the other committee members. This may be deemed necessary when a committee member is too late or otherwise not present.

4.2 Safety Committee

A Safety Committee must be formed and shall include a minimum of three pilots elected by the Team Leaders at the first team leaders briefing (or at pilots briefing on a FAI 2 event). The Safety Committee shall be responsible for evaluating all tasks and advising the Meet Director as to the safety of each proposed task prior to task briefing.
Safety Committee should only include pilots with experience appropriate to the flying site and conditions and should not be made up only of pilots expected to achieve high ranking in the competition, but should include pilots of different rankings.
Every Safety Committee pilot must be on radio.
The Meet Director may replace a Safety Committee member after consultation with the other committee members. This may be deemed necessary when a committee member is late or otherwise not present.
The Meet Director and the Safety Director have the responsibility for determining safe or unsafe flying conditions, while the Safety Committee serves as a check and balance for safety considerations.
The ultimate responsibility for a pilot's safety lies with the pilot and is not guaranteed by the actions or decisions of the Meet Director or the Safety Committee. All pilots have a duty to monitor the flying operations and report to the Meet Director when conditions become unsafe either on launch or on course.
This should be done using the phrases Level-1 (safe), Level-2 (strong) or Level-3 (Too strong), to avoid confusion.
No person may be a member of both the Safety Committee and the Task Advisory Committee.

5 ORGANISATIONAL ASPECTS OF A CROSS COUNTRY EVENT

5.1 On Site Registration

In addition to what is required by Section 7 Common for Cross country events during the onsite registration the organizer should provide the following:

- Means to upload GPS waypoints and airspace restriction files (if any) to pilots instruments upon requests. It is pilot's responsibility to provide a USB connection cable to their personal GPS unit.

Stickers for contest numbers if contest numbers are used

For Hang gliders patches of contrasting material with competition numbers to be placed on the leading edges if such a numbering system is established by the local rules (See 12.2.5.6)

5.2 Rest day

After six consecutive flying days, there will be one rest day unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factors, with the agreement of the Team Leaders.
On rest days no obligations may be imposed by the organisers on pilots, team leaders, and FAI Officials.
'Flying days' are defined in the Local Regulations. The duration of the competition is regulated by Section 7 Common.

5.3 Live Tracking

Live tracking is mandatory in Category 1 events and test events. Organisers may request an exemption at the time of bidding.
Using the live tracking information as a strategic aid to pilots is regarded as unsporting behaviour.

5.3.1 Mandatory Live tracking Delay

In Hang Gliding, any publicly available feed provided by the organisation must have a delay of no more than 10 minutes.

5.4 Briefings

The competition organizers must provide space (s) able to fit all the participants in order to conduct

- General safety briefing before the event
- Task briefings before each competition tasks

The briefing spaces shall be equipped with the following equipment

- Screen with projector or large size monitor for General safety briefing
- Task board for Task Briefings (see Section 7 I for a template)
- Big size map of the area to show tasks or potential hazards.
- Task setting tool for task briefings
- A scale with a flat surface underneath for weighting PG pilots before launch.

5.5 Information

In addition to the operational information stated by Section 7 Common during Cross country events the organizers shall provide the following information:

- Pilot proficiency restrictions (if any, before the event)
- Competition waypoints
- Airspace restrictions (restricted airspace and restricted areas) and any hazardous considerations
- Meteorological situation including daily forecasts, possibly with synoptic charts, and satellite information
- Safety frequency
- Allowed frequencies range (before the event)
- Launch method and order
- Task route(s)
- Task times
- Retrieve contacts and rules (if organised)
- Emergency contacts and phone numbers
- Task results publication place
- Official Communication means (to pilots at all events and to pilots and Team leaders at FAI 1 events)
- Complains and Protest deadlines.

6 PILOT RESPONSIBILITIES

6.1 Sporting behaviour

- The pilot must adhere to the rules of the FAI Sporting Code, including the General Section, Section 7 Common, and relevant subsections.
- The pilot must comply with the Local Regulations and the decisions of the Meet Director.
- The pilot is responsible for checking their equipment (glider, harness, reserve parachute, clothing, helmet, flight instruments, etc.) before the flight to ensure that it is in proper working condition.
- The pilot must attend the general safety briefing.
- The pilot must download, install, log in to, and use any software designated by the organiser as the primary source for live tracking, reporting back, and retrieval.
- The pilot must report back to the organisation immediately after landing using the available technical means.
- If live tracking devices are provided by the organisation, the pilot must collect the live tracker before the task and return it as soon as possible after being retrieved.
- The pilot must follow flying rules and avoid aggressive flying.
- If a retrieve service is provided, the pilot must follow the retrieve rules set by the organiser.

6.2 GPS Equipment

It is each pilot's responsibility to ensure that the equipment used for recording of his flight log is secure and compatible with CIVL requirements (Section 7 A PG Chapter 8) and the approved software used for scoring of the competition.

6.2.1 GPS 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.

6.3 Radio

The organisation may require pilots to carry a radio able to receive and transmit on the safety frequency.
If required, the radio must be switched on in flight and set to either the safety frequency or that of the Team Leader and the Team Leader must have at least one radio set on the safety frequency.
Permitted radio frequencies shall be specified in the Local Regulations. The official frequency during the competition and the safety frequency will be announced, at the latest, at the mandatory safety briefing.
Voice activated microphones (VOX operated) are strictly forbidden.

The use of the words "Cancelled" or "Stopped" are forbidden by pilots, only the organizer may use those words. A pilot wishing to know if a task has been stopped or cancelled may request the "Task status". If the task is neither cancelled nor stopped the response must not contain the words "Cancelled" or "Stopped".

6.4 Fitness

Pilots must be fit to launch, fly, and land safely. Specifically, unless granted an exception for medical reasons by the Meet Director, a pilot may not receive any assistance in launching, other than spreading a pilot's wing in the case of Paragliding.

6.5 Pilot Reporting of Safety

6.5.1 In Flight

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

6.5.2 Pilot Safety Form

It is mandatory that Pilot Safety Forms be available in the IGC download area.
The Pilot Safety Form must contain at least the following:

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

7 COMPETITION FLYING

7.1 Task

7.1.1 Task Setting

Task setting and selection remains the ultimate responsibility of the Meet Director, but a task will not be flown without prior reference to the Task and Safety Advisory Committees. The same task shall be set for each pilot in a particular FAI Class.

Note the next task may not be started unless all serviceable competitors and their gliders are retrieved or returned in time to participate.
There shall be only one XC task set per competition day.

7.1.1.1 Overcrowding

The Meet Director must avoid dangerous overcrowding in the air. As a guide, tasks must be set and organised to avoid very large gaggles. Examples include: setting a large start cylinder encompassing several thermal triggers; specifying multiple start gates and/or temporarily closing the launch until pilots already in the air disperse.

7.1.2 Task distance

Task distance The distance through the turnpoints at the cylinders' centres
Optimised distance The shortest possible distance a pilot has to fly to finish the task. This means flying to the boundary of each cylinder, not the turnpoints at the cylinders' centres.

The Meet director shall state at the briefing both task distance and task optimised distance for pilots' refence.

7.1.3 Type of Tasks

The tasks are classified by distance and time:

- Race to Goal – In this format, all participants fly a predefined route, crossing designated waypoints to cover the same distance. They compete based on the time it takes to complete the route. Start open times (start gates) are predefined. Race to Goal tasks can be done with one or multiple start gates.
- Elapsed time – In this format, all participants fly a predefined route, but can start at any time during start window open time, and the results are calculated with their individual start crossing times.
- Open Distance – In this format, participants compete based on the total length of the flight they achieve regardless of the start time.

Detailed definition is in Sporting Code Section 7F XC Scoring for Hang Gliding and Paragliding.

7.1.4 Alternative Task Types

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

7.1.5 Task Segments

A cross country Race to goal or Elapsed time task consists of the following segments

- Take-off with Launch window times
- Start cylinder with Start window open and close times
- Speed Section with various turn points
- End of Speed section
- Goal with task deadline time

A cross country Open distance task consist of the following segments

- Take-off with Launch window times
- Start cylinder with Start window open times
- Speed Section with task deadline time

7.1.6 Task Times

The Meet Director shall state at briefing the times at which take-offs, starts, turn points, and finish lines open and close. A last-landing time (task deadline) 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.

7.1.7 Control at starts, goals and turn points

At starts, goals and turn points control will be made by a method approved by CIVL and detailed in the local regulations. Details regarding crossing the finish line are explained in Sporting Code Section 7F XC Scoring document.

7.2 Take-offs

Main take-offs must be described precisely on the competition website.
The Local Regulations must give the GPS references of these sites.
During the competition, other appropriate take-off sites may be used by the Meet Director after consultation with the Steward, Team Leaders, Task Advisory Committee and Safety Committee at FAI 1 events and with Task Advisory Committee, Safety Committee and all pilots at a general briefing at FAI 2 events.

7.3 Launch

For FAI 1 events: The Meet Director may use any of the launch systems mentioned in Section 7A 7.3.2 with agreement of CIVL at the time of the acceptance of the bid to run the Championships. The Local Regulations shall state which is to be used.
A launch system other than mentioned in Section 7A 7.3.2 may be used, provided that the system has been used successfully in at least one competition of similar size to the event for which the bid is being made. The organiser shall produce proposals in detail before acceptance of the bid.

In FAI 2 events: the launch method shall be written in the local regulations.

7.3.1 Launch window Open Time.

Launch window open time is the time frame when pilots are allowed to launch. If closing time is not specified the Launch window closes at the task deadline.
The Task Board shall state the minimum length of time that the launch window must be open for the task to be considered valid.

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

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

Launch window extension time will be specified at the task briefing and will be used if the launch window is required to be closed for safety reasons.
The Meet director should announce Launch window open at the take off.

7.3.2 Launch Systems

7.3.2.1 Free Launch (Open Window)

Free take-off without any set order (first ready - first launch). 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.

7.3.2.1 Lottery Start List

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

7.3.2.2 Ordered Launch

Pilots take-off in a scheduled order, which is determined by the Meet Director using the method approved by CIVL in the Local Regulations. When there are no pilots willing to launch, the Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed' under 7.3.6. Pilots must be ready to launch and in their ordered position in the launch queue or will be placed at the back of the queue and will launch last in their launch line.

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

7.3.2.3 Take-off 'Push' System

At sites where the pilots are required to queue to take-off, the Meet Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing". Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further, continuous 30 seconds to complete the take-off. A pilot who declines to take-off during this 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 no decision time is permitted, but must take-off within 30 seconds or be scored zero for the task. A pilot who wishes to "push" must be ready to take off immediately and may not leave the launch line subsequently. No pilot may move into the start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed. When an ordered launch is used, a pilot who decides not to take off in turn may not subsequently "push" in that task.

In competitions were multiple sequential launch lanes are used and there is an ordered launch, a "push" applies to all launch lanes in each "launch zone" as if it was a single launch lane. Sequential launch lanes means that pilots are allowed to launch sequentially from the lanes, e.g. first a pilot from Lane 1 launches, then a pilot from Lane 2, then a pilot from Lane 3, then another pilot from Lane 1, etc., in that order. A "launch zone" is an area where sequential launch lanes are grouped together. Where a site provides for both sequential launch lanes and independent launch lanes, a launch zone is an area where all of the sequential launch lanes are grouped together and are separate from other independent launch lanes.

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

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

7.3.3 Multiple Class Events Launch

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

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

7.3.4 Re-launch

Unless specified in the Local Regulations or announced at the Pilots briefing for the day, re-launches are not permitted. A failed launch attempt or a safety problem arising immediately after take-off which results in a landing will not count as a launch.
In the event of a technical problem immediately after launch, a pilot or team leader must ask permission from the Meet Director to land in the designated area. The pilot may only land after permission is given by the Meet Director. The pilot must report to the Meet Director before a second launch.
When permitted a re-launch pilots will not take priority over other pilots who have not yet launched.

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

HG Class 2 – In case of aerotow launch, relaunch are authorised and priorities are defined in the Local Regulations. In championships involving both aerotow and electrical auxiliary launch, aerotows are not permitted within the 15 minutes preceding the start window.

7.4 Start of a Task

7.4.1 General

Starts may be either Air or Ground Starts (see Section 7 F XC Scoring).

7.4.1.1 Ground start

In a ground-started task, the race starts with the pilots' launch. Since a launch can be difficult to detect from an IGC tracklog, the task setters must set a cylinder around the launch area as the first turnpoint. A pilot's start is registered when he exits this cylinder for the first time. In the case of a race to goal task, the launch window open time is the same as the first (or only) start gate time.

7.4.1.2 Air start

The following details must be followed:
a) Air Start time must be announced at the pilot's briefing;
b) If multiple start gates are used the Starts will be made at the hourly 15-20-30-minute intervals (i.e. 1:15 pm, 1:30 pm, 1:45 pm, etc.).
c) The Meet Director will announce the race start time via radio at least 15 minutes before the actual race start.

7.4.1.3 Air start change in Category 2 events

7.4.2 First Start Time

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

7.4.3 Other Start System Proposal

FAI 1 events: A proposed new start system may be used, provided the system has been used successfully in at least one competition of similar size to the event for which the bid is being made. The Competition Organiser shall produce proposals in detail before acceptance of the bid.

7.5 Suspension, Cancellation or Stopping of a Task

7.5.1 Suspension

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

7.5.2 Cancellation

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

7.5.3 Stopping

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

7.5.4 Announcement

When a task has been stopped it is the responsibility of the Meet Director to announce this, and the stop time, on competition and safety frequencies. In addition, this should be notified to participants directly or in FAI 1 events via Team Leaders. Where possible the announcement should also be repeated on team frequencies.
Stopped tasks are scored according to the rules in Sporting Code Section 7F XC Scoring (CIVL GAP) - Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding.

7.6 Speed Section

A timed section of the task where speed points are awarded. The pilots that complete the speed section fastest receive the most time points.
Start of speed section (SSS): The location where timing of the task starts. In a task definition, this is either an exit or an entry cylinder. For an individual pilot, it's the place where that cylinder was crossed to begin flying the speed section.
End of speed section (ESS): The cylinder/line/point where timing of the task stops.

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

7.7 Goal

The finish line or cylinder defining the task's end. Can be identical to ESS, but is often chosen as a line or a smaller cylinder inside or even away from an ESS cylinder for safety reasons.

7.7.1 Types of Goal

Options are defined in Section 7 F CIVL XC Scoring for Hang Gliding and Paragliding

7.7.2 Suitability of Goals

Prior to setting goals, organisers must physically check that the area is safe to land, with no dangerous obstacles on the approaches or surrounding area. Stewards will consult with the Meet Director to ensure that landing fields are suitable and safe prior to the start of the championship.
As far as possible, landing fields should be manned with at least one official for logistical and safety reasons.

7.7.3 Goal arrangement

Two kinds of goal field arrangement are possible: with or without a physical line. The Meet Director should use a physical finish line as often as possible for several reasons (safety, accuracy, public, media). If a physical line is used it should be positioned in such a way as to coincide as much as possible with the virtual line as defined in the scoring system.
Meet director should ensure that Goal Marshal has all the necessary equipment and knowledge to set the goal line.

7.8 Out Landings

A pilot who lands away from the designated goal for the task must inform the organisers in person or by any means permitted by the organisers, with the minimum delay. Failure to follow this procedure without good reason may result in penalties.

8 FLIGHT VERIFICATION AND SCORING

8.1 Flight recorders

Only flight recorders approved by CIVL are allowed for scoring in Category 1 events. A list of approved flight recorders which meet the requirements of the CIVL Flight Recorder Specification is published on the CIVL website (See Section 7H). Essentially, only flight recording devices that record both GPS and the International Standard Atmosphere pressure altitude (QNE) in the track log can be used. It must not be possible to modify any of the inflight position data (latitude, longitude or altitude) that the instrument records once the track log recording has started or after the flight has ended.

In Class 2 competitions, pilots flying with an electrical auxiliary motor must fly with a device that not only records a track log meeting CIVL requirements, but also verifies when a motor is in use.

8.2 Flight verification

Flights will be verified using IGC track logs from flight recorders or from live-tracking servers. When live-tracking data is used as a primary source of scoring, pilots must be able to produce GPS IGC track logs as a back-up.
The FAI has the right to use all data collected in FAI events, including track logs, and may publish such data.

8.3 Back-up Logger

A pilot may use multiple GPSs for verification and back-up. The secondary one(s) to be used as back-up, only in case of a malfunction of the primary logger. If the track log downloads successfully but shows that a pilot has missed feature(s) that the pilot was claiming, the backup track log(s) can be checked.

The pilot's flight is awarded the "best flight" that the available GPS track log evidence verifies.

8.4 Verification Software

Software used for competition flight verification is called scoring software. Any scoring software used for Category 1 events must first be approved by CIVL as being secure and suitable for the purpose of verifying competition flights.
The organiser shall publicise, a minimum of 3 months before the start of the Championship, which software will be used, by name and version number.
Any Scoring software used for Category 2 events must follow the rules of Section 7 F XC Scoring, or be approved for use by CIVL.
Check Section 7 F XC Scoring for all tracklogs verification, competition scoring rules and settings.

8.4.1 Approved Scoring software

The FS (Flight Scoring) and Airscore programs are approved by CIVL. FS is available free of charge at: http://fs.fai.org
NaviterSeeYou and CompCheck with PWC formula may be used only with CIVL Bureau approval.

8.5 GPS IGC tracklogs

8.5.1 Track log requirements

The pilot must provide an track log that clearly shows that the GPS data was collected:

- By the pilot on the flight in question.
- Passing through the declared turn points, from the correct location, in the correct sequence, as a result of pilot intentional flight and not due to a glitch of loss of GPS connection.
- Between the take-off and landing.
- With all relevant information being present on the track log (See tracklog requirement of Section 7F for all events and also Section 7H for Category 1 events).
- The interval between points in the track log must be set to 1 second or less.

In Category 1 events IGC track log files without G-record are not accepted
In Category 2 IGC track files without signatures, from devices not able to assign signatures, shall be downloaded directly from the GPS devices.
The pilot must keep track files available for direct downloading from the instrument until the scores become official in order for the track file to be considered for scoring.
The scorers in case of doubts may use http://vali.fai-civl.org/validation.html to verify the tracklogs.

8.5.2 Airspace Infringements

Where infringement of airspace or briefed altitude limits are considered possible it is the responsibility of the pilot to produce tracklog evidence that this did not occur.

8.5.2.1 Controlled Airspace

The organisers shall specify in the Local Regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps and provided as openair.txt format files for display on instruments and scoring checks.
The organiser should establish prohibited airspace that may differ from official airspace as needed, and this airspace created for the competition shall be treated as official airspace with the same penalties. The entire flight from launch to landing will be considered for such violations irrespective of the task being active or stopped, the course started or finished. See 10.3.1.

8.5.2.2 Altitude Infringement of the Airspace

Airspace violation checks rely on the GNSS altitude as recorded on the flight instrument.
Barometric altitude from tracklogs can be used as evidence in the case of disputes. The barometric altitudes of the track log must be compensated using a reference point method in such a way as to eliminate sensor drift errors.
Local regulations can override this default.

8.5.2.3 National Borders

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

8.5.3 Rejection of Track Log

The competition scorer has discretion to reject any track log, or part thereof if it does not appear to show sufficient evidence that the claimed data is genuine or complies with 8.5.1. In such cases the pilot is to be awarded zero points for the task.

8.6 Compensating Scores

In some cases the result of the pilot in the task will originate not from the flight but from compensating scores given by Meet Director or Jury.

8.6.1 Assisting Injured Pilots

A pilot who lands early in order to help another pilot, shall be scored for the day using the average day-weighted score for that pilot, averaged over the pilot's previous tasks scores; as the meet progresses that score will be adjusted after each task. The scorer and Meet director may analyse the pilot's tracklog to confirm that prior to landing to help, the pilot was in a position to continue flying the task competitively. The Meet Director may, instead, award extra points.

8.6.2 Result of Complaint or Protest

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

8.6.3 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.

9 RESULTS

9.1 Competition Validity

9.1.1 FAI 1 events

The Individual and Team winners are the pilot or team with the highest score at the end of the competition

In particular for FAI 1 events the title of the World or Continental Champion is awarded to the winner, providing the following:

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

9.1.2 FAI 2 events

9.1.2.1 Minimum number of participants

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

9.1.2.1 Minimum number of tasks

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

9.2 Rankings

9.2.1 Task results ranking

9.2.1.1 Overall task ranking

Pilots are ranked by their final score, in descending order. Pilots with the same score are ranked in the same position.

9.2.1.2 Female task ranking

A female task ranking is generated by exclusively listing female pilots, with the score they achieved in the overall task ranking. Female pilots with the same score are ranked in the same position.

9.2.1.3 Nation task ranking

For the nation task ranking except for the Women's World Championships, the scores of the three best-ranked pilots of each national team are added up to create each nation's task score. For the nation task ranking at the Women's World Championships, the scores of the two best-ranked pilots of each national team are added up to create each nation's task score. The nations are then ranked by their score, in descending order. Nations with the same score are ranked in the same position.

- For the nation task ranking, the scores of the two best-ranked pilots of each national team are added up to create each nation's task score. The nations are then ranked by their score, in descending order. Nations with the same score are ranked in the same position.

9.2.2 Competition results ranking

9.2.2.1 Overall competition ranking

The competition overall score of a pilot is calculated by adding up each task score. Pilots are then ranked according to their overall total score, in descending order, for the overall competition ranking. Pilots with the same score are ranked in the same position.

- The overall score of a pilot is calculated by using the FTV algorithm described in the Sporting Code Section 7F XC Scoring (CIVL GAP) document. For competitions with up to 6 planned tasks, an FTV factor of 0.2 is used. For competitions with 7 or more planned tasks, an FTV factor of 0.25 is used. Pilots are then ranked according to their overall score, in descending order, for the overall competition ranking.
- Organisers of Category 2 competitions are free to choose whether they want to use FTV for overall scores. Especially for shorter competitions with fewer than 4 tasks, using the traditional method (adding up all task scores for each pilot) may be more suitable.

9.2.2.2 Female competition ranking

The female competition ranking is generated by exclusively listing female pilots, with the score they achieved in the overall competition ranking.

9.2.2.3 Nation competition ranking

The competition score of a nation is calculated by adding up all of that nation's task scores. Nations are then ranked according to their competition total score, in descending order, for the nation competition ranking.

9.2.2.4 Ties

Ties are permitted.

9.3 Results publication

Task and Competition results are provided in Score sheets. Scores shall be labelled "Provisional" and "Official" as appropriate, and marked with the date and time of issue.
If there are no complaints or unresolved protests or issues, the score sheets must be labelled 'Official' on a daily basis before the pilots' briefing. The results of all previous tasks must be labelled 'Official' before the pilots briefing on the last day of the competition.

10 PENALTIES

10.1 Permitted Penalties

The Meet Director shall impose penalties for infringement of, or non-compliance with, any rule or Local Regulation. The severity of the penalties may range from a warning, as a minimum to disqualification as appropriate for the offence. Except where otherwise stated in Section 7A or in the Local Regulations for the event, the penalties imposed shall be at the Meet Director's discretion and may be one of the following:

- Warning.
- Operational disadvantage.
- Deduction of points. This may be a finite number of points or a percentage of the winner's score. A finite number may be up to the entire score of a pilot for that day.
- Alteration of placing order.
- Disqualification.

10.2 Application of Penalties

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

10.2.1 Penalty for day winner

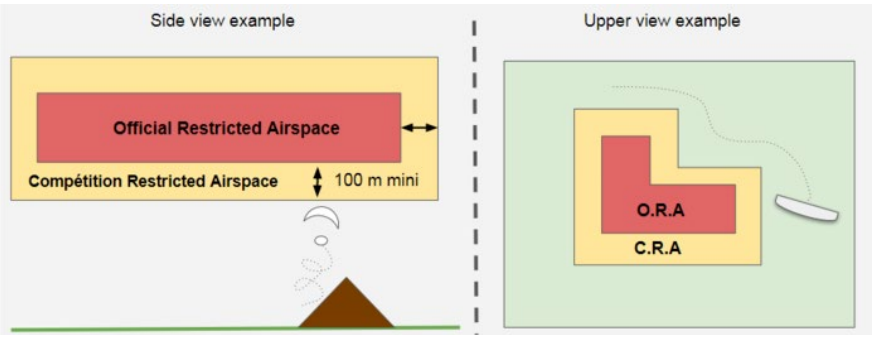
Where a pilot is penalised with a "zero for the day" and that pilot is the day winner, that pilot shall be scored as absent (ABS) and listed as penalised. If, once the day winner is scored as ABS, the next pilot who would then be the day winner is also penalised with a "zero for the day", that pilot shall also be scored as absent (ABS), until there is a day winner without a "zero for the day" penalty. The intent of this rule is to remove this pilot's influence from the day's score.

10.3 Specific Penalties

The following penalties will apply:

10.3.1 Violation of competition airspace.

Competition organisers must provide a competition-defined airspace file where the prohibited airspace will include all restricted areas surrounded by a buffer of at least 100 metres vertically and horizontally.
Penalty for violating this competition-defined airspace is:
Between zero (0) and one hundred (100) meters inside the prohibited airspace, vertically or horizontally - Linear penalty from zero to 100 percent of pilot's points.



10.3.2 Cloud flying.

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

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

- They are observed by a competition official or air marshal going into cloud and completely disappearing from view
- At least 2 pilots witness the accused going up into cloud and disappearing from view and taking advantage from this action
- At the Meet Director's discretion track logs may be reviewed that appear to show advantage being taken by cloud flying.

It is the responsibility of the competitors to report cloud flying to the MD or scorer. If the scorer or MD suspects that a competitor was cloud flying, it is up to the pilot to provide evidence that they were not.

Cloud flying.
1st offence: 10 points
2nd offence: formula below

$$Pts_{penalty} = 1000 * \min\left(1, \frac{1 - 1.05^{depth}}{1 - 1.05^{f}}\right)$$

- f = 100:
- The penalty reaches 1000 points when depth ≥ 100m.

3rd offence: expelled from the competition.

10.3.3 Dangerous and aggressive flying. Wrong turn direction

1st offence: warning.
2nd offence: 100 points, doubled for every subsequent offence.

10.3.4 Live tracking

Flying without a Live-Tracker(If Live-Tracking is mandatory)
1st offence: warning.
2nd offence: zero for the day.

Failure to return the Tracker or flight instrument to the headquarters as soon as possible after landing is considered unsporting behaviour. The Meet Director may impose penalties as considered appropriate.

10.3.5 Aerobatics after reaching the goal line.

1st offence: warning.
2nd offence: 100 points, doubled for every subsequent offence.

10.3.6 Too much ballast.

1st offence: 100 points.
2nd offence: zero points for the task.
3rd offence: expulsion from the competition.

In the case where a task has been stopped or cancelled and a penalty cannot be given because the task has not been scored, a pilot will receive a 1st offence penalty in the form of an Official warning.

10.3.7 Top Landing without permission after the launch window is open:

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

10.3.8 Early start

- Scored only for distance between launch and the start gate.

Early start in Hang-gliding (Jump The Gun feature)
A maximum early start of X seconds is allowed, as it is considered as a safety feature in a potential crowded environment. Early start is penalised in FS by a factor of Y points per second of early start time. By default, the penalty is 1 point for every 2 seconds, up to a maximum of 300 seconds. Early start of more than X seconds is scored as minimum distance. The penalty factor and maximum time may be adjusted for local conditions and must be stated in the local regulations if they differ from the default values.

10.3.9 Airworthiness non-compliance

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

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

10.3.10 External Aid to Competitors

In Cross-country events, any help in navigation or thermal location by any non-competing pilot in the air is prohibited. Pre-fliers must fly in a designated area or land as soon as possible after task flying has started.

10.3.11 Other penalties

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

10.3.12 Airspace Altitude Definition

Competition airspace is defined as altitude above mean sea level. The meet director will write any special restrictions for the day (ones not already briefed or in the airspace file provided) on the task board each day and will highlight them during the task briefing. The information will be written in both metres and feet. The correct altitude of a known point at launch, and the point's location, will also be written on the task board.

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10.3.13 Collision Avoidance

Competitors shall at all times adhere to the international rules of the air *(published by ICAO)*. Ridge soaring, turning and landing patterns shall be complied with, and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. All pilots must read and understand the explanation of proper thermal procedures, presented in "Thermalling rules and Techniques" - Chapter 3 of Sporting Code Section 7 Guidelines and Templates. 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 the glider is in doubt.

10.3.14 Trimming of a Glider

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

10.3.15 Violation of Re-launch rules

Pilots who do not follow this protocol described in 7.3.4. will be awarded minimum distance only.

11 COMPLAINTS AND PROTESTS

The Competition Organiser shall keep and archive all competition material that might be useful as evidence for at least 90 days after the end of the event, or until an appeal has been treated (General Section Chapter 6 and Section 7 Common 9).

11.1 Complaints

A complaint should be made to the Meet Director or Deputy, preferably by the Team leader in FAI 1 events or competitor in FAI 2, in writing in English. It must be made within 4 hours of the publication of the provisional results posted on the headquarters official board. If provisional results are published after 22:00h, the complaint deadline shall be no earlier than 11:00h the next day.
For the last two competition tasks, complaints must be submitted no later than 1 hour after the publication of the provisional results that are posted on the headquarters official board.
Complaints will be dealt with expeditiously.
The Local Regulations may adjust the complaint deadlines.
Complaints and rulings on complaints shall be published on the headquarters official board.

11.2 Protests

If the complainant is not satisfied with the Meet Director's response, a protest may be made to the Meet Director or Deputy, preferably by the Team leader, in writing in English, within 12 hours of the result of the complaint being published at the main headquarters. The Meet Director will immediately pass the protest to the Jury President or the Protest Committee.
For the last two competition tasks, protests must be submitted within 1 hour of the publication of the ruling on the complaint.
Protests and rulings on protests shall be published on the headquarters official board.
The Local Regulations may adjust the protest deadlines specified above.
The protest fee is defined in the Local Regulations. It must not be larger than $50 US, or €50 for championships held on the European Continent. It will be returned if the protest is upheld.

12 EQUIPMENT AIRWORTHINESS & SAFETY STANDARDS

12.1 General

12.1.1 Airworthiness Standards

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

12.1.2 Proof of Airworthiness

Upon registration, pilots are required to sign the Certified Glider Statement provided in Section 7 I. The organisers have the right to refuse any glider not of acceptable standard or configuration.

12.1.3 Change in Glider Configuration or Construction

A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day.
Modifications to a glider that take the glider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs.
Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Meet Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical make and model, or one of similar or lower performance and eligible to fly in the same class.

12.1.4 Airworthiness Checks

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

12.2 Airworthiness Standards of Hang Gliders

12.2.1 Classification

Prototypes are not permitted to fly.
Each glider must have a serial number for identification.
Hang gliders permitted to fly must fall into one of the two following categories: certified or uncertified.
Local Regulations may state that uncertified hang gliders are not permitted. If so, the organisers must declare this intention at the time of bidding

12.2.2 Certified Hang Gliders

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

12.2.3 Uncertified Hang Gliders

These are production model hang gliders which have been available for sale for a minimum of 4 months and which have not yet obtained airworthiness approval, or certified models which have been altered from the certified configuration.
Uncertified gliders are allowed to fly only if the pilot or manufacturer can produce pitch and load test results for the glider model and size. Pitch test results must specify the sprog and VG settings used during testing.

12.2.4 Strength and Structural Limits

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

12.2.5 Additional Standards

12.2.5.1 Sprogs

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

12.2.5.2 Load Test

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

12.2.5.3 Wires

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

12.2.5.4 Side and Rigging Wires

Where an external compression strut is braced with rigging wires they must attach within 10cm of the point where the compression load is applied.
Side-wires shall attach to A-frames at no more than 10cm above the plane of the control tube, measured when the glider is resting on a horizontal surface.

Explanatory Notes: References to compression struts and rigging wires refer to the loads placed on parts of a glider by flight stresses. Gliders with cantilevered wings do not apply compression loads to the uprights, while in general, Class 1 gliders have uprights which are under compression in flight.
Control cables are not deemed to be structural.
Any external part of the glider which has compression loads placed upon it during flight is an "external compression strut", and therefore bracing wires attached to it shall conform to these rules.
Where the terminology or definitions which are used in these rules are in question with any particular glider, the relevant protest committee will provide a ruling.

12.2.5.5 Control Bar

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

12.2.5.6 Visibility

In Hang gliding competitions for Class 1, 5 and Sport, to improve visibility and make glider identification easier, all competitor gliders must either display two organiser-provided patches of contrasting material with competition numbers on their leading edges or a high contrast graphics or a high contrast nose cone. . Most visible colours are day-glow yellow, orange and green

12.2.5.7 Electrical Auxiliary motors (Class 2)

Where an electrical auxiliary motor is fitted to a Class 2 hang glider, the glider must either be certified in that configuration by the manufacturer, or must comply with 8.2.3 Uncertified Hang Gliders.

12.3 Airworthiness Standards of Other Hang Gliding Equipment

12.3.1 Pilot Suspension Systems

The pilot suspension must include a non-metallic load bearing material of minimum 50mm^2 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

12.3.2 Rescue Parachutes

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

12.3.3 Helmets

All pilots competing in 1st Category events must wear a helmet certified to either EN966 (HPG), EN1077-A and –B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying. A helmet is not compulsory in hang gliders with enclosed cockpits if it will restrict pilot vision

12.3.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards.
The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.
Weight can be measured at take-off or landing at the request of the organisers.
Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.
The weight limit for all equipment (without glider), extra clothes and ballast is 25 kg. If a pilot is equipped with a second parachute, the weight limit is 28 kg.
The organiser will provide a weight measurement scale. Pilots' nominal weight may be checked at registration. Pilots may be weighed before taking-off or after landing.

12.4 Airworthiness Standards of Paragliders

12.4.1 Classification

Only paragliders following the regulations defined in the Section 7G (CCC - CIVL Competition Class) document are permitted to fly.

12.4.2 Airworthiness Controls and Penalties

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

12.5 Airworthiness Standards of Other Paragliding Equipment

12.5.1 Harnesses

To participate in First Category events, a harness and back protector combination must have been certified to LTF09 or EN1651:2018 or after, more than 90 days before the start of the event. CIVL publishes an indicative list on its website.

12.5.2 Rescue Parachutes

Pilots must carry a serviceable reserve parachute.
All pilots must carry this reserve parachute plus one more. The latter must be deployable with the opposite hand compared to the main reserve or, even better, with either hand.
As an alternative to two reserve parachutes, a single reserve parachute easily deployable by either hand may be used.
Pilots shall make sure that both reserve parachutes, main and second, are within the maximum certified weight.

12.5.3 Helmets

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

12.5.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards. Weight can be measured at take-off or landing at the request of the organisers. Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.