



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7 C Paragliding Accuracy Hang Gliders and Paragliders Classes 1 to 5

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Editor's Note

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

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- 1 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

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1. INTRODUCTION AND FLIGHT DEFINITIONS

This Section 7C of the FAI Sporting Code, which is dedicated to Paragliding Accuracy Championships, is a subset of 'Section 7 – Common'. This document must therefore be read in conjunction with:

- the Sporting Code – General Section
- Section 7 – Common
- Section 7– Guidelines and Templates
- Section 7D– Records and Badges

This document defines rules primarily for 1st Category Events.

For 2nd Category events, Section 7 Common 12 requests that rules “shall be based as far as appropriate on those of 1st category events”. Nevertheless, it is important for some rules to be clearly defined. Therefore, where necessary, this document also defines rules for 2nd Category events in specific sub-chapters.

1.1. Flight Definitions

These definitions take precedence over the ones given in the General Section. Additional definitions relevant to paragliding can be found in the Section 7A Cross Country.

1.1.1. Launch/Take-off

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

1.1.2. A Flight

A flight by a paraglider starting at take-off (1.1.1) and ending with the landing (1.1.4.1).

1.1.3. Free Flight

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

1.1.4. Landing

1.1.4.1. Landing

The point at which a flight is completed when any part of the paraglider pilot, his equipment (excluding speed bar, stirrup or tow yoke), or his wing first touches the ground; including the target, AMD and mat (if used).

1.1.4.2. Landing Point

The first point of contact where the pilot lands and which is measured as appropriate. A foot's first point of contact should be identified (heel, side, toe...). In the case of a 'flat footed' contact, or where two points of contact are coincident, the furthest point is deemed the landing point, which is measured and scored.

1.1.4.3. Fall

A fall means if any part of the pilot's body (other than his feet) or equipment (excluding the speed system, stirrup or tow yoke) touches the ground before the wing or before the competitor has exited 10m from the target's dead centre disc.

1.1.4.4. Target

The target is a circular zone onto which the pilot aims to land for the purposes of the accuracy competition. It shall be situated on a flat practically horizontal area and represented by a clearly delineated circle with an automatic measuring device located in the centre. See Target as specified in 4.4.

1.1.4.5. Automatic Measuring Device

An electronic pad, as specified in 5.4.2.

1.1.4.6. Target Area

The area surrounding and including the target. It should be clearly delineated with defined access restriction. Within the target area will be wind indicators, judging table, video tripod(s), ambulance, spectator area, etc. The target area should be flat and practically horizontal for a minimum distance of 30m from the AMD.

2. ENTRY AND REGISTRATION

2.1. Entry

The Local Regulations shall state:

The maximum number of pilots who may be accepted in the championship.

The maximum number of pilots who may be entered by a NAC.

2.1.1. Mixed Championships

In World championships, the minimum of places reserved for women shall be 1 per nation. The top 5 female pilots, from 5 different nationalities, as ranked in the WPRS, shall be allowed to enter providing they have their NAC approval and have not been selected for their National team.

In Continental championships, the minimum of places reserved for women from each nation shall be stated in the Local Regulations.

2.1.2. Host Nation

The host nation shall have the opportunity of entering the same number of pilots as the top nation, except that in mixed championships they may not enter men as substitutes for women.

2.2. Eligibility to Compete

2.2.1. Qualifications

Competing pilots must hold a valid pilot's licence or equivalent certificate of competence. This may be either:

- An International Pilot Proficiency Identification (IPPI) Card to Stage 4 standard or,
- If the competitor's country issues paragliding pilot licences, this should be equivalent to IPPI 4.

If the competitor's country does not issue IPPI Card or paragliding pilot licences, the NAC takes the responsibility to send only pilots with the required flying skills. It is reminded that any pilot without sufficient skill can be forbidden to fly by the Meet Director. In this case, expenses including entry fees are not reimbursed.

WPRS ranking may be used for pilot selection to category 1 events.

Winch towing:

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

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

2.2.2. Experience

Hill launch:

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

Winch towing:

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

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

2.2.4. CIVL Screening Committee

A Screening Committee including a Chairperson, is appointed by CIVL Bureau for each 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.

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.

2.3. National Team size

If the event is not mixed (i.e. only men or only women), the team size is defined in the Local Regulations.

If the event is mixed, the team size is defined in the Local Regulations, the team shall include a minimum of one pilot from each sex.

2.4. Allocation

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

In mixed championships, the places reserved for women are allocated first, then the places for men. The places allocated to women cannot be filled by men.

2.5. Registration

Each competitor will be required to present:

- Proof of identity.
- A valid pilot's licence if the pilot's country issues pilot licences.
- Satisfactory evidence of glider and equipment airworthiness.
- Proof of valid insurance as detailed.
- Proof of towing experience if needed.

Each competitor will be requested to sign:

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

3. ROUNDS

3.1. Take-off and Landing areas

The main take-offs and landing areas must be described precisely on the competition website.

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

Competition website should include as a minimum:

- Hill launch: List site names, location, altitude, size of launch/preparation area, distance to/height above landing field, minimum time to drive to take-off from landing area, optional/emergency landing sites, wind directions etc. Alternative sites.
- Winch launch: List site/airfield name, location, size, layout, number/type of tow or winch systems and ancillary equipment required (quick release system, tensiometer, weak links etc). Minimum/typical tow height, target size and location options, wind directions. Requirement for pilots to have a tow release for their own use. (Refer Equipment Checks 8.1.5)
- Maps etc. if appropriate.

3.2. Round Format

3.2.1. Launch Intervals

Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The launch interval should be 1.5 minutes between pilots (unless specified by the Local Regulations) but may be adjusted as appropriate by the Launch Marshal.

3.2.2. Flying Order

3.2.2.1. Allocation of Flying Order

Pilots should take-off in a scheduled order. At registration, the Team Leader will confirm the team and the flying order of his team members. The team members will be allocated a flying order number 1, 2, 3 etc. At the start of the competition, teams will be drawn at random to determine the team flying order. Then, all the number 1s from each team fly first, followed by number 2s, 3s etc. Each competitor will then be given their individual contestant number.

3.2.2.2. Reverse Order

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

3.2.2.3. Final Round

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

3.2.3. Maximising Flights

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

3.2.4. Round Validity

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

3.2.5. Other Start System Proposal

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

3.2.6. Suspending a round

If more than one take-off method or flying site (including target location) is used, a round can be suspended if it cannot be completed. The next round with another takeoff method/location will start from pilot number 1. The suspended round will continue when the weather allows and from the first pilot who could not fly the round which was suspended.

3.3. Flying the Round

Pilots shall follow any flight course recommendations provided at the briefing and not delay their approach unnecessarily. However, competitors need to maintain good pilot separation (see 3.3.6) while not putting at risk their chances of reaching the landing area with sufficient height to make a considered target approach.

3.3.1. Pre-flights

At the beginning of each day's competition flights, assessment flights shall be made by at least one pre-flier who shall attempt to land on the target to demonstrate to officials and the competitors that the target can be readily reached and environmental conditions are suitable and safe. Pre-fliers shall be experienced in accuracy flying and use a paraglider that is of similar performance as the majority of paragliders in the competition. The pre-fliers shall not be pilots in the competition.

3.3.2. Taking-off

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

Competitors who are not ready to fly in the established flying order when called forward by the Launch Marshal or those who launch without the Launch Marshal's permission, will be liable to a maximum score penalty in lieu of their score for that round.

3.3.3. Suspension or Stopping of a Round

The Meet Director may suspend launching if conditions become unsuitable or unsafe. When the launch window is re opened, the round will normally continue from where it had been stopped. After a significant period of stand down if there is a significant change in flying conditions, or as stated by the Meet Director or Safety Director, a pre-flier will launch first.

3.3.4. Failed Take-off

In the event of a failed take-off or a safety problem after take-off, which results in a landing at take-off or away from the target, the pilot will be eligible for a re-launch for that round.

3.3.5. Inability to Launch

If a pilot appears unable to launch safely in wind and weather conditions that fall within the operating limits, they may be temporarily stood down or permanently withdrawn from the competition. This decision can be taken by the Meet Director after consultation with the Steward.

3.3.6. Pilot Separation

Pilots flying shall separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed and may lead to maximum score penalty; it may be regarded as dangerous flying (S7C 6.3or Common Section 7 – 9.1.2).

3.4. Target Landing

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

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

3.4.1. Final Approach

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

3.4.2. Target Obstruction

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

3.4.3. Target Closed Signal

When the target is closed for safety reasons, take-offs must be stopped, an official on the target will clearly wave a red signal flag and the electronic pad is covered. Pilots in the air must fly away from the target when this official signal is shown.

3.4.4. Wind Speed Limitations

The maximum permitted wind speed, as measured in the target area during the final 30 seconds of a competitor's flight, is 6.0 metres per second(m/s) and will be specific to the target location. The maximum wind speed can be raised to 7 m/s if it is safe for the flying site and announced in the Local Regulations.

If the limit is exceeded, the pilot will automatically be offered a re-launch. If the wind speed exceeds the stated limit at the target area, consistently during consecutive competition flights, the Meet Director should consider halting the competition until the wind has eased sufficiently.

The wind speed shall be visible at the landing area.

The upper winds, which are not measurable, and the winds at the launch point are not taken into consideration, except for matters of flight safety.

3.4.5. Out Landings

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

3.4.6. Flight Boundaries

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

3.5. Re-launches

A competitor may only request a re-launch following a disputed flight by applying to the Chief Judge/Event Judge at the target before signing for his score.

The competitor must register his request for re-launch with the Recorder before communicating with any other person (with the exception of the Chief and Event Judges).

The Event Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge or Event Judge so decide) video evidence.

At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled.

The reason of a re-launch shall be announced to the pilots and the public.

Re-launches shall take place as soon as possible during the current round or the subsequent round.

If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot. Refer to Complaints and Protests at paragraph 7.

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

3.5.1. Wind Speed

The wind speed exceeds the specified limit during the time of 30 seconds before the competitor lands. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.

3.5.2. Target Obscured

The target is obscured during a competitor's final approach. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.

3.5.3. Judges Disagree

The judges are unable to agree an accurate score for any reason, including non-operation of the AMD.

3.5.4. Safety Reasons

The competitor changes his flight plans for safety. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.

3.5.5. Distraction

There is any significant external distraction which demonstrably affects the competitor's target approach. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.

3.5.6. Judges' Discretion

At the Judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight), which is not a result of the pilot's poor pre flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a considered final approach. A re-launch may be authorised provided that the pilot does not attempt to fly to the target.

3.6. Video Evidence

3.6.1. Video Provision

The Competition Organiser shall arrange a video recording of landings on the target with a fixed and a tracking camera. The official video recording is used as an additional source of evidence and can be used by:

- The Chief and Event Judge and
- The Jury if they decide to review it when dealing with a protest.

There is no obligation for the video evidence to be shown or provided to the competitor.

3.6.2. Video requirements

Video cameras shall be positioned sufficiently close to the target and low enough to provide an image of a pilot's first point of contact and its location.

3.6.3. Amateur Video Evidence

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

3.6.4. Jury Decision

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

3.7. Rest day

The Meet Director may declare a rest day or half day after four consecutive days of flying, unless this is the last day of the competition and providing a minimum of six rounds have been completed. A pre-scheduled rest day or half day can only take place if the above conditions are met. The scheduled rest day or half day may be changed due to forecast inclement weather conditions. The rest day shall be announced latest in the evening of the day preceding the rest day. On rest days, no obligations must be imposed by the organisers to pilots, team leaders and FAI Officials.

3.8. 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

- 3.2.1
- 3.2.4
- 3.3 (all)
- 3.4 (all)
- 3.5 (all)
- 3.6 (less 3.6.4)

4. TARGET

4.1. Location - Guideline for Hill Launch Setting

The location of the target must allow landing from any direction. Positioning of the target will be at the discretion of the Chief Judge and Meet Director after advice from the Safety Committee. The target may be relocated between rounds, but not while a round is in progress.

Guideline for target setting for hill launches: a ratio between projected distance and height difference (take off area - target) shall be at a maximum glide ratio of 5:1. If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.

4.2. Location - Guideline for Tow/Winch Launch Setting

The target should be located such that it can be easily reached if pilots release from the tow in all wind speeds up to

the maximum specified for the competition. If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.

The target may be relocated between rounds, but not while a round is in progress. See also 3.2.6 Suspending a round.

4.3. Automatic Measuring Device

The centre of the target must be an automatic device with a 'dead centre' disc of 2cm in diameter in a contrasting colour. The automatic measuring device must be capable of measuring to a minimum distance of 15cm from the edge of 'dead centre' disc in increments of 1cm. The device must be set on a solid base plate. It must be fixed and kept as flat as possible at the level of the target. The same diameter of the dead centre disc must be used throughout the whole competition. The Chief Judge shall approve the automatic measuring device.

4.4. The Target

See 1.1.4.4. The target shall be a flat practically horizontal area represented by a clearly delineated circle with the automatic measuring device located in the centre. Clearly marked circles must be set at 1m and 2m radius, measured from the edge of the dead centre disc to mark the area where competitor's scores are determined. The marking of circles is indicative and not intended for scoring. An additional clearly marked circle shall be set at 10 m radius, measured from the edge of the dead centre disc to signify the area within which a fall is not allowed. (Refer paragraph 5.4.1)

4.4.1. Target Size

The radius of the target and measuring field in Cat 1 competitions shall be 2 metres.

The radius of the target and measuring field in Cat 2 competitions shall be 2, 5 or 10 metres. This must be stated in the Local Regulations and the target marked accordingly.

4.4.2. Construction

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

Target must be of non-slippery material, even if the weather is humid or there is frost or ice.

The target and target area should be flat and free from long grass, vegetation and flora that may interfere with marking a landing point. Grass should be mown to a low level (nominally 50mm).

The Chief Judge shall approve the target surface and set up.

4.4.3. Limitations on Access

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

4.5. Wind Direction Indication

A high visibility windsack will be located in the target area and at a minimum of 5m above ground level. The windsack shall be a minimum of 2.5m in length and designed to fly horizontally in winds of 6 m/s. It shall be able to free to fly and not obstructed by guy lines. It shall be bi-coloured in bright colours, in contrast to the target area so that it is clearly visible from the air, and such that a dark colour is at the tapered end and a light colour is closest to the pole.

There shall be at least four light wind direction indicators(i.e. streamers) to indicate wind direction in winds of less than 1 m/s. They should be located within each quadrant of the target area approximately 15 m from the AMD. They shall be a minimum of 1,5m long and mounted so that the trailing end is clear of the ground. They should be of a bright colour(s) in contrast to the target area and clearly visible from the air.

4.6. Wind Speed Recorder

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

4.7. 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

4.1

4.2

4.3

4.4. Note: in 2nd Category Events the measuring field can have a radius of up to 10 m. Clearly marked circles must be set at 1,0 m, 2 m and 5 m radius, measured from the edge of the dead centre disc

4.4.1

4.4.2

4.5

5. SCORING

5.1. Competition Validity

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

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

5.2. Scoring

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

A score given to a competitor shall be expressed in centimetres and rounded up to the nearest centimetre.

A scoring system shall be linked to a 'live scoring' facility, preferably online, but also displayed for spectators in the landing area.

5.3. Recording of Scores

5.3.1. DNF, DSQ, Absent

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

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

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

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

5.3.2. Score Sheets

Score sheets shall be labelled 'Provisional' and 'Official' as appropriate, and marked with the date and time of issue as well as the Chief Judge's signature.

5.4. Scoring Method

5.4.1. Pilot Scores

Competitors will be scored on the distance in centimetres between the landing point (i.e. the first point of ground contact) and the edge of the dead centre disc. The score shall be 0 cm, if the landing point is on the dead centre disc.

If the competitor lands outside the target he scores a maximum score which is the radius of the area where scores are measured.

Landing has to be made on the feet within a 10 m radius from the edge of the centre disc. If a competitor falls at landing, he will receive a maximum score equivalent to landing outside the target.

If a competitor lands in such a manner that the foot's first point of contact cannot be defined (heel, side, toe...), then the furthest point of the footprint is measured.

If a competitor lands with both feet together, then the furthest point of the furthest footprint is measured.

5.4.2. Automatic Measuring Device

Scores up to a minimum of 15 cm are to be measured by an automatic measuring device (AMD). Pressure applied by the competitor to the automatic measuring device shall make it record the score. If an automatic measuring device is found to be defective or not reset and the first point of ground contact has been on it, judges may measure that pilot's score manually provided they are able to do so with consistency and certainty.

It is recommended that the organiser provides a larger control mat on the target to show the pilot's first point of contact outside the automatic measuring device.

5.4.3. Individual Scores

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

5.4.4. Junior competition ranking

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

Note: Junior rankings are calculated by aggregating the individual results of pilots of maximum 23 years of age. The age is determined by the calendar year in which the pilot has his birthday."

5.4.5. Team Scores

In World Championships, the nation's team score for each round will be calculated as the aggregate score of the best three pilots in the nation's team. If any nation has fewer than three competitors, then for each round a maximum score will be awarded to the team for each of the scores for which there is no competitor.

In Continental championships, the nation's team score for each round shall be the aggregate score of the best Y pilots in the nation's team, where Y is specified in the Local Regulations (2.3.). Y is nominally $(X+1)/2$

rounded up to the nearest whole number and X is the maximum number of pilots in a team.

There is no dropping of the worst score in team scoring.

5.4.6. Tied Scores

5.4.6.1. Teams

In the event of any tie between the first three team places at the end of regular competition, if circumstances permit, all members of each of those teams will have an additional flight and the Nation's team score will be calculated (5.4.5). The end of the take-off window will be announced at the Team Leader briefing on the morning of the same competition day.

In the case of insufficient time, as determined by the Meet Director, the fly off will be between one nominated member from each team.

If, due to weather conditions or time constraints, tie breaker flights cannot be fully flown, the team with the highest number of 0cm scores by the pilots who have scored for the team in each round will be declared the winner. If the number of 0s is the same, the highest number of 1cm scores will be considered, then 2cm scores, etc. If there still is a tie, the team with the highest number of 0cm scores by all pilots in the national team will be declared the winner. If the number of 0s is the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.

5.4.6.2. Individuals

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

5.4.7. Validation of Scores

As soon as is practical after the end of a round the recorder will post the scores from the round (with the posting date and time clearly identified) on the main briefing board labelled Provisional. Any complaint or protest with the scores must be lodged within the time specified. Refer 7.1 and 7.2. After the scores are posted, any score that has not been signed for is deemed to be a resolved complaint, unless a protest is lodged. At the end of this time the scores for the round will be declared as Official.

5.5. *Assisting Injured Pilot*

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

However, awarding a re-launch is at the discretion of the Meet Director, who is required to take all the circumstances into consideration before awarding this. For guidelines to procedures concerning pilots in danger, see Common Section 7I-3.

5.6. *2nd Category Events*

The above sub-chapters are mandatory in 2nd Category Events:

- 5.3.1
- 5.4.1
- 5.4.2
- 5.4.3

6. PENALTIES

6.1. *Permitted Penalties*

The Meet Director shall impose penalties for infringement of, or non-compliance with, any rule in the Sporting Code or Local Regulations. The severity of the penalties may range from a minimum of a warning to disqualification as appropriate for the offence. Penalties shall be published in writing on the notice board. Except where otherwise stated in this document or in the Local Regulations for the event, the penalties imposed by the Meet Director shall be at his discretion and may be one of the following:

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

The Chief judge can impose penalties in form of a warning for dangerous flying and unsportsmanlike behaviour at the target area.

6.2. Application of Penalties

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

The Chief judge shall be consistent in the application of penalties in form of a warning for dangerous flying and unsportsmanlike behaviour at the target area.

6.3. Specific Penalties

- Dangerous or aggressive* flying
1st offence: warning.
2nd offence: maximum score for the round.
3rd offence: disqualification

- Radio coaching
1st offence: maximum score for the round.
2nd offence: disqualification.

- Abuse of officials or bringing the sport into disrepute
1st offence: warning.
2nd offence: disqualification.

* This may include aerobatic type flying and what is acceptable should be briefed by the MD or the CJ.

7. COMPLAINTS AND PROTESTS

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

7.1. Complaints

A complaint may be made to the Chief Judge, preferably by the Team Leader, in writing, in English, to request a correction. It must be made within two hours of the publication of the provisional results.

Complaints connected to issues, other than judging, may be made to Meet Director.

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

For the last competition round, complaints must be submitted within one hour after the publication of the provisional results.

Complaints will be dealt with expeditiously. The Local Regulations may change the complaint deadlines.

7.2. Protests

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director, preferably by the Team leader, in writing, in English using the protest form template. (Section 7 I – Guidelines and Templates)

Protests must be submitted within 2 hours following notification of the result of the complaint by the Chief Judge.

For the last competition round, protests must be submitted within 1 hour of being informed by the Chief Judge of the result of the complaint.

The Meet Director shall take note of the time of receipt and immediately pass the protest to the Jury President for action.

The protest fee shall be defined in the Local Regulations. It may not be larger than \$50 US or €50. It will be returned if the protest is upheld. The Local Regulations might change the protest deadlines.

8. EQUIPMENT AIRWORTHINESS AND SAFETY STANDARDS

8.1. Paragliders

8.1.1. Classification

Only EN-Certified paragliders are permitted to fly.

8.1.2. Airworthiness Standard – Flight Limitations

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

Aerobatic manoeuvres are prohibited.

8.1.3. Proof of Airworthiness

Upon registration, pilots are required to sign the Certified Glider Certificate. See Guidelines and Templates.

8.1.4. Certified Gliders

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

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

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications.

If permission is given by the Meet Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical or similar make and model.

8.1.5. Airworthiness Check

The organiser, preferably the Safety Director, shall make airworthiness checks during the competition. At any time during the championships, the organisers and officials have the right to inspect any competing glider and other equipment including, but not limited to, harness, emergency parachute, helmet, tow release equipment, footwear etc. and, if necessary, ground it for safety or non-compliance reasons.

The organisers shall apply any other penalties listed in these rules and the Local Regulations for non-compliance with class or airworthiness standards. All competing pilots are to co-operate with the organisers and officials.

8.2. Radio

The organisation should require pilots to carry a radio which is able to receive and transmit on the defined safety frequency. The safety frequency shall be set and used during the flying. Radio frequencies shall be specified in the Local Regulations.

Voice activated microphones (VOX operated) are strictly forbidden.

The use of radios, mobile phones or any other means of communication to coach competitors to the target (other than for safety reasons) is strictly forbidden.

8.3. Other Equipment

8.3.1. Harnesses

All pilots must fly with a harness and back protector combination in the configuration that has been tested to LTF09,EN1651 2018 or later.

8.3.2. Helmets

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

8.3.3. Reserve Parachute

Pilots must carry a serviceable reserve (emergency or rescue) parachute.

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

8.3.4. Footwear

Competitors' footwear must meet the following requirements:

- Footwear must be suitable for a safe take-off and landing.
- Footwear must not be modified such that it can damage the automatic measuring device (AMD).
- Any modifications to footwear shall comply with the following requirements:
 - Material:
 - Modifications shall be made of rubber or any material that has the equivalent properties.
 - Metals, ceramics or hard plastics, including subcomponents, are not acceptable.
 - The hardness of the modification material shall be a maximum of '70' when measured by a Shore Durometer (Scale A).*

- The material shall not leave marks on the AMD pad.
- Dimensions:
- The width or diameter of the modification shall be a minimum of 15.0 mm.
- The corner radius(ii) of modification edges shall be a minimum of 2.0 mm. (There shall be no sharp edges)
- The 'radius' of dome type modifications shall be a minimum of 8.0 mm (radius defining the 'protrusion' from the sole.)
- The modification shall protrude a maximum of 8.0 mm from the nominal surface of the sole or heel of the shoe. (depth)

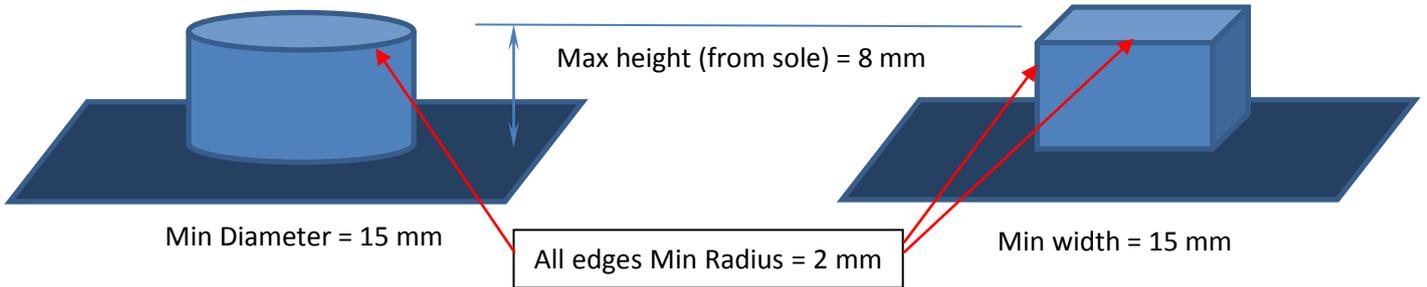
* This is equivalent to a medium rubber.

Example: A 'medium soft' rubber like an eraser on the top of a pencil is about '40';
a 'medium hard' rubber like a car tyre is '70': both when measured on the Shore 'A' Scale.

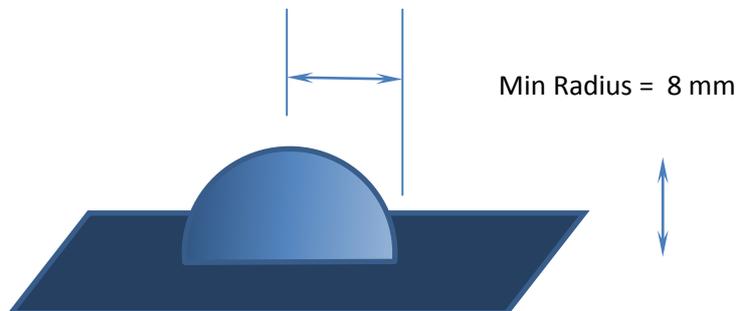
Diagram: (Illustration as viewed, assumes sole of shoe is below the modification)

1. Cylindrical stud

2. Square stud



3. Hemispherical stud



8.3.5. 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

- 8.1.4.
- 8.1.5
- 8.2.
- 8.3.1
- 8.3.2.
- 8.3.3
- 8.3.4

9. Judging Code

The Judging Code is in continuous development. Following proposal from the Paragliding Accuracy Committee, and with Bureau approval, elements of the Judging Code may be modified between Plenaries and a new version published. Modified paragraphs will be marked with a side bar. Such modifications shall be subsequently approved by the next CIVL Plenary.

9.1. Requirements

- Judges are qualified to observe, mark and measure the performance of a competitor.
- Judges shall be of high integrity and must be capable of making fair and unbiased decisions.
- Judges must have a detailed knowledge of the General Section of the Sporting Code; of Section 7C including this Judging Code; the Local Regulations for the event they are judging and of other relevant documents published by FAI and CIVL.
- Judges must have basic knowledge about the safety limits of paragliding.

Judges should record the event they judge in a logbook. They shall present their logbook to the Chief or Event Judge on request.

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.

English is the official language of CIVL.

In 1st Category Events, all Judges shall speak English.

9.1.1. 2ndCategory Events,

If 50% of the pilots are from a country other than the one organizing the event, at least the Chief Judge and Event Judge shall speak English. If less than 50% of the pilots are from a country other than the one organizing the event, an English translator shall be available at all times.

9.2. Approval

Judges are FAI Officials.

Judges shall have the approval of their NAC or delegated authority ,this applies also to 2nd category event competitions.

CIVL updates and regularly publishes on its website a list of the approved Cat 1 judges. NACs should keep record of the national judges in respective country and submit to CIVL the names of candidates for eventual recognition as Cat 1 judges.

9.2.1. 2nd Category Events

National judges may be used. For record attempts and badge claims at least one category 1 judge must be present.

9.3. Team

The Judging Team shall consist of at least the following number of Judges:

1st Category Events

Chief Judge	1
Event Judge	1
Target Judges	5
Reserve Judges	3
Total	10

The Judging Team shall be from 3 different nations.
Chief and Event Judges shall be from 2 different nations.
The Chief Judge cannot be from the organizing nation.

Test-Events for 1st Category Events

Chief Judge	1
Event Judge	1
Target Judges	5
Reserve Judges	2
Total	9

The Judging Team shall be from 2 different nations.
Chief and Event Judges shall be from 2 different nations.
Preferably, they should be the same Judges as for the 1st Category Event.

2nd Category Events

Chief Judge	1
Event Judge	1
Target Judges	3
Reserve Judges	1
Total	6

The Judging Team shall be from 2 different nations if at least 50% of the pilots are from another nation than the organizing one.

If less than 50 pilots are expected in the Event, the Chief Judge and Event Judge can be one person.

9.4. Nomination

Members of the Judging Team are appointed by:

1st Category Events and Test-Events for 1st Category Events

- Chief Judge: CIVL in consultation with the Organiser
- Event Judge: CIVL in consultation with the Chief Judge and the Organiser
- Target and reserve judges: CIVL in consultation with the Chief Judge and the Organiser

2nd Category Events

- Chief Judge: Organiser
- Other Judges: Organiser in consultation with Chief Judge.

9.5. Selection

The Judging Team members for a Category 1 event are selected by the CIVL from those with appropriate levels of experience who are registered on the CIVL Cat 1 list of judges.

1st Category Events

The Judging Team members shall participate in a judging seminar directly prior to the start of the event. The seminar is conducted by the Chief Judge. Judges need to have the following experience in FAI sanctioned events:

Chief Judge must

- have acted at least twice as Event Judge in the last 4 years (at least once at a 1st Category Event)
- have acted at least once as Chief Judge in a 1st or 2nd Category Event in the last 4 years.
- must have knowledge and understanding of safety limits of paragliding.

Event Judge must

- have acted as Target Judge at least 4 times
- have acted as Event or Chief Judge in at least two 1st or 2nd Category Events in the last 3 years.
- must have knowledge and understanding of safety limits of paragliding.

Target and Reserve Judges must

- have performed as Target Judge in at least two 2nd Category Events in the last 2 years.

2nd Category Events

For 2nd Category Events, judges should have the following experience in FAI sanctioned events:

Chief Judge

- Acted as Event or Chief Judge in the last 2 years.

Event Judge

- Acted twice as Target Judge in the last 2 years.

Or

- Acted as Event or Chief Judge in the last 2 years.

Target Judge

- Attended national judging training in the last 2 years.

9.6. Judges Responsibilities

9.6.1. Chief Judge

The Chief Judge is the leader of the Judging Team. He shall:

- Be available for the selection of the Judging Team and ensuring that all requirements are met.
- In 1st Category Events, be the main Lecturer in the mandatory judging seminar.
- Hold a preparatory meeting for the Judging Team and supporting roles before the official training round.
- Ensure that correct judging standards are maintained by all members of the Judging Team.
- Ensure that all required equipment is available and in working order.
- Approves the automatic measuring device and target area (location, target surface, set up).
- Attend all briefings of competitors and if necessary participate in them.
- Confer with the Event Judge and the Meet Director if a request is made to temporarily stop the competition.
- Receive, review, make decisions on and record any initial complaints
- Decide to start a video evidence review according to S7C.
- Stop the competition after he has conferred with the Event Judge, the Meet Director and the Safety Director if any of these Officials consider that conditions are becoming dangerous.
- Check the score sheet and sign it (with date and time) to confirm the validity of round scores.
- Ensure the results of a competition are correct, published and in accordance with S7C before finishing event flying. (For example, identifying tied scores and notifying the Meet Director the need for fly-offs)
- Keep a record of the Judging Team and provide this information to CIVL Competition Coordinator so the International Judging Database can be updated.

9.6.2. Event Judge

The Event Judge shall:

- Set out and check the target area.
- Ensure the automatic measuring device is operating correctly
- Ensure the smooth running of the target area.
- Position the Target Judges and allocate their tasks.
- Take over any of the duties within the target area if necessary.
- Observe competitors' separation in the air and during final approach.
- Observe pilots' route from take-off to landing.
- In a 1st Category Event, participate in the mandatory judging seminar.
- Observe and take competition safety flying decisions with regard to flying standards and weather conditions, particularly at the target area.
- Make decisions on re-flights.

9.6.3. Target Judges

The Target Judges shall:

- Observe all contacts of pilot and their equipment with the ground and decide if the pilot can be scored or if it is a fall.
- If the pilot is scored, decide whether the first point of ground contact is with the left or right foot, or both feet.
- Mark the first point of ground contact if it is between the automatic measuring device and outer limit of the target and measure the distance between this point and the edge of the dead centre disc.
- If there was more than one point of first ground contact, mark and measure the furthest point of contact.

- If the automatic measuring device is defective, also mark and measure within the device limits.
- Call the score to the Recorder.

At least one Judge is in charge of observing if the pilot can be scored or if it is a fall.

At least one Judge is in charge of observing which foot touches the ground first.

Only one Judge is in charge of calling the score.

9.6.4. Recorder/Scorer

The Recorder is part of the judging team and is responsible for the proper collation of a competition's scores.

The Recorder shall:

- Repeat the score called by the Target Judge.
- Record the score on the official scoring log sheet.
- Ensures that pilots sign their scores on the official log sheet.
- Record the start, finish and stand down times of the rounds on the official log sheet.
- Note the award of re-launches.
- Enter scores onto the scoring software application and check accuracy
- Where applicable post scores onto the internet.
- Ensure CJ checks, dates, times and signs official sheets.
- Post official score sheets on the official notice board.9.6.4.

9.7. Other Responsibilities

9.7.1. Launch Marshal

The Launch Marshal is not a Judge. He is an official appointed by the Organisers.

The Launch Marshal shall:

- Be responsible for the smooth running of take-off operations.
- Have knowledge and experience of local weather and flying conditions.
- Have background of being a paragliding pilot and experience of local flights.
- Open and close the take-off area.
- Call pilots to prepare.
- Ensure pilots take off in accordance with the published flying order list.
- Allow launches out of flying order in special cases.
- Communicate with the Chief Judge, Event Judge and Meet Director regarding flying conditions, safety and the running competition.
- Communicate with pilots on take-off regarding safety and competition logistics.

9.7.2. Wind Speed Monitor

The Wind Speed Monitor is not a Judge. He is appointed by the Organisers. A Wind Speed Monitor may not be required if there is an automatic wind recording system within an electronic AMD.

The Wind Speed Monitor shall:

- Observe the wind speed by using a wind speed-measuring device in the period of 30 seconds before the landing by a competitor.
- If the wind exceeds the maximum value, record the value on the official wind speed log sheet and notify the Event Judge.

In 2nd Category Events, Wind Speed Monitor service can be simplified by using mechanical instruments, but in case of high winds, the Organiser must provide a person for observing and continuously reporting wind speed to the Event Judge.

9.8. Equipment

9.8.1. Automatic Measuring Device

Refer 5.4.2

9.8.2. Other measuring and scoring equipment

Judges shall have necessary equipment to work efficiently at the target. See Guidelines and Templates for Judging check list for organisers.

9.8.3. Clothing

All Judges shall wear clothes (vests, t-shirts, etc.) of highly visible colours.

In 1st category event, breathable clothing shall be provided by the organiser according to the weather conditions. The clothing shall have a FAI/CIVL logo, and a clear text 'JUDGE' on the back.

9.8.4. Communication

The organiser shall provide communication equipment to facilitate communication between the Meet Director, Chief Judge, Event Judge, Launch Marshal, Steward and Jury.

9.8.5. Shelter

The organiser must provide a shelter and refreshment for Judges and supporting officials.

9.8.6. Judging seminars

CIVL Judging seminars can be organized by the CIVL, by an Event organiser, and/or by a NAC.

CIVL Judging seminars shall be approved by CIVL Bureau at least 60 days before they take part and shall be made public on CIVL website.

The main lecturer shall be a Chief Judge who is experienced at the level of the event i.e. World, Continental, National etc. Other lecturers may be Event Judges or CIVL Officials (Steward, Jury, Bureau Members...).

Depending on availability of funds, CIVL may cover travel expenses for some lecturers.

A CIVL Judging seminar shall be organized just prior to each 1st Category Event and their pre-events. Programme will follow the CIVL Judging seminar syllabus.

NACs may organise their own national seminars for 2nd category event judges using the syllabus and judging seminar material provided on the CIVL website.

9.9. Judging register

The CIVL category 1 judges list has been compiled and maintained by CIVL.

All Judges attending CIVL's judging seminars and appointed to act as judges at category 1 competitions or their pre events are recorded on the list. CIVL judging seminar organisers are responsible for collecting and submitting data on judges to CIVL.

9.10. Logbooks

All Judges have to maintain their own Judging Logbooks and should get the Chief or Event Judges sign it off at the end of the event.

All Judges shall present their Judging Logbooks to the Chief or Event Judge on request.