



# FAI Sporting Code

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*Fédération  
Aéronautique  
Internationale*

## **Section 7 – Class O**

### **HANG GLIDERS & PARAGLIDERS**

CLASSES I to V

201X Edition  
Effective 1st May 201X

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1 ..... FAI Statutes, .....Chapter 1, para. 1.6  
2 ..... FAI Sporting Code, Gen. Section, Chapter 3, para 3.1.3.  
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 3, para 3.1.7  
10 ..... FAI Sporting Code, Gen. Section, Chapter 1, paras 1.2. and 1.4  
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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**Editors Note:**

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

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

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## 1 INTRODUCTION

### 1.1 Description

Section 7 of the Sporting Code deals with world and continental championships for hang gliders and paragliders in all classes plus records and proficiency badges. For ease of reading and maintenance, allowing the various disciplines covered by Section 7 to develop individually, it is split into a common front end document plus multiple sub-sections and annexes. Discipline specific sections must be read in conjunction with the common section and any relevant annexes.

Section 7. Common rules and recommendations for all Category 1 and Category 2 events across all Hang gliding and Paragliding disciplines.

- 7A. Hang Gliding (Classes 1, 2, 4 & 5, including short course speed events and aerobatics)
- 7B. Paragliding (Class 3)
- 7C. Paragliding (Class 3) Accuracy
- 7D. Records and Badges (all Classes)
- 7E. Paragliding (Class 3) Aerobatics

Annexes:

CIVL GAP. Centralised Cross Country Competition Scoring (Annex to 7A and 7B)

CIVL Competition Class (CCC)


Others?


Note 1: Separate sub-sections may be created in future for sub-disciplines such as aerobatics and speed gliding if a regular and viable sequence of Category 1 events develops. Technical aspects of aerobatics are currently published separately in Annexes to both Section 7A (Hang Gliding) and 7B (Paragliding).

Note 2: Where rules and regulations in this document refer only to a single discipline, they will be colour coded as follows:

**Commentaire [s1]:** Suggest Aerobatics becomes S7E

**Commentaire [LJ2]:** Note 1 can probably be deleted. HG committee should ascertain whereabouts of HG Aerobatics rules, which have disappeared.

 Hang Gliding Classes 1,2,5 and Sport

 Paragliding Cross Country

 Paragliding Accuracy

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

### 1.2 Conjunction

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

### **1.3 General Section**

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The following subjects are detailed in the General Section.

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

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

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

### **1.4 Development of Sub-Sections**

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It shall be considered a general principle of the development of these regulations that they remain consistent throughout the various disciplines, especially for the common elements in this part of Section 7, but also in the subsections. Exceptions can be made where this is impractical due to basic differences in the Classes or where the traditional format of Category 1 events in a particular discipline requires different regulations.

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

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#### **1.5.1 Definitions of hang gliders, as per General Section.**

A glider capable of being carried, foot launched and landed solely by the use of the pilot's legs.

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

Hang glider classes:

Class 1:

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

Sport Class: a sub-class of Class 1.

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

- They must be production models of hang gliders for which a certificate of airworthiness for type is in issue from either the HGMA, BHPA or DHV.
- Must be currently available for sale to the general public or have previously been available for sale for a minimum period of one year.
- Must be constructed of original parts only, except for retro-fitted streamlined uprights and base tubes supplied by the manufacturer.

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- Must have a king post which is an essential part of the design and which supports the majority of the wing load when the wing is not flying.
- Pitch stability devices must be within the manufacturer's stated tolerances.
- The pilot must be within the manufacturer's stated weight range.

### Class 2:

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions solely by the use of the pilot's legs. S7A states the procedures for proving this ability.

### Class 3:

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

### Class 4:

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

### Class 5:

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

**Note 1:** For Class determination see S7A.

**Note 2:** Pilot fairings are defined in S7A 6.7.

**Note 3:** For the purposes of demonstration, "nil-wind" shall mean a headwind of less than 1 m/s (3.6 km/h; 2.2 mph).

### 1.5.2 Wheels and other launch aids

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

- For competitions where launching is by tow, wheels, including those which are dropped immediately after take-off, may be permitted by the organisers provided it can be demonstrated that the hang glider complies with 1.5.1.
- Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

### 1.5.3 Multiplace gliders

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

**Commentaire [LJ3]:** Rule currently only specified in S7B

### 1.5.4 Competition Flight Definitions

For cross country competitions, definitions are set out in the CIVL GAP document.

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For PG Accuracy, definitions are included in S7C.

### 1.5.4.1 Uncompleted flight

A flight is deemed to be uncompleted if:

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

**Commentaire [s4]:** Possibly include this in CIVL GAP document, and delete from here.


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

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

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

The purpose of the Championships is to provide safe, fair and satisfying contest flying in order to determine the World or Continental champion, and to reinforce friendship among pilots of all nations.

They should also determine the champion national teams.

 Except in Hang gliding Class 2, which will be an individual contest.

### **2.2 General Rules**

The general rules for First Category events are contained in the General Section and Section 7 Sporting Codes. Local Regulations are rules for a particular event and may not conflict with Section 7. See Chapter 5.3 for more information.

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

Currently, only Hang gliding Class 1, Women's Class 1, 2, 4, 5 and Sport are allowed as part of a multiple class event. If a championship is held with more than one class, each class shall be regarded as a championship in its own right. Minimum representation rules (below) apply for validity of each event. For further information see Chapter 6.6.3

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

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

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

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

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

#### **2.4.2 Preliminary Bids**

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

### **2.4.3 Detailed Bids**

The detailed bid shall be submitted to the CIVL President 4 months prior to the CIVL Plenary at which it will be presented, which should be two years before the proposed event. Even in the case of previously 'un-awarded' championships, there must be at least a year between the bid and the event. Bid documents will normally be published as part of the Plenary Agenda, giving time for delegates to study the bid prior to its presentation. Full details of the bid documents and deadlines can be found on the CIVL website at <http://www.fai.org/civil-events/organising-events>.

#### **2.4.3.1 Airspace confirmation**

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

### **2.4.4 Screening of Bids**

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

### **2.4.5 Practice Event**

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

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

Competition Organisers of all practice events (including Pre-WAG) are to apply for Category 2 status for these events (Chapter 4).

### **2.4.6 Invitations to Participate**

As soon as possible after CIVL awards a Championship, the Competition Organiser must send invitations to participate, with response forms, to all NACs.

## **2.5 General Event Organisation**

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### **2.5.1 Minimum Representation**

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

### **2.5.2 Duration of Championships**

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

### **2.5.3 Extension of flying**

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



#### **2.5.4 Official Practice Period**

Of not less than two and not more than five days immediately preceding the opening of the Championship shall be made available to all competitors. On at least one day a task shall be set, flown and scored under competition conditions except that the scores shall not be counted in the Championship. All competition staff must be present for this task as the aim is to fully test all aspects of the organisation as well as familiarising pilots with competition procedures.

**Commentaire [LJ5]:** It needs to be clarified that the MSB should take place prior to the practice task. This has been normal practice, which typically brings the practice task into the 14day period.

#### **2.5.5 Task/round validity**


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

#### **2.5.6 Competition validity**

##### **2.5.6.1 Cross Country Competition**

For the championship to be valid, the sum of the daily winner's scores must be equal to, or more than 1500 points, as determined by the CIVL GAP scoring formulas.

##### **2.5.6.2 Accuracy Competition**


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

#### **2.5.7 Title of World or Continental Champion.**

##### **2.5.7.1 Cross Country Competition**

The winner shall be the pilot gaining the highest total points. The team winner shall be as defined in the appropriate scoring rules (CIVL GAP) gaining the highest total points.

##### **2.5.7.2 Accuracy Competition**

 The winner shall be the pilot gaining the lowest aggregate score. The team winner shall be the team as defined in the appropriate scoring rules gaining the lowest aggregate score in the championship.

##### **2.5.7.3 The FAI Gold, Silver and Bronze Medals**

Shall be awarded to the pilots placed first, second and third, with FAI Diplomas for those placed first to tenth. FAI medals will also be awarded to the National Teams placed first, second and third, and if CIVL decides, smaller FAI medals may be awarded to all members of such Teams. All full size FAI medals and any smaller FAI medals awarded up to a maximum of 6+2 will be paid for by CIVL. The organiser is responsible for transportation and any customs costs.

The Competition Organiser may award further trophies and/or prizes.

Chapter 15 gives protocols for award ceremonies.

## **3 SANCTION FEES**

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

### **3.1 1<sup>st</sup> Category Events**

#### **3.1.1 Amount of Fees**

For all Category 1 events the sanction fee will be €3.20 per pilot per scheduled flying day, not including practice days or specific days dedicated to the opening and closing ceremonies. Notwithstanding this formula, sanction fees will not exceed:

World Championships and WAG in each class: €5,120

Continental Championships: €3,200

#### **3.1.2 New Events**

To encourage new Championships, the Sanction Fees payable by the organiser of a first-time 1st Category event is reduced by 50%.

#### **3.1.3 Method and Timing of Payment**

The top three nations in the WPRS at the time the Local Regulations are approved shall be designated to pay their entry fees to the FAI and this will be held as a deposit. If the event is deemed successful then the Sanction Fee is paid from these funds and the remaining monies are paid to the Competition Organiser.

Those countries which will pay their entry fees directly to FAI will be announced in the CIVL approved Local Regulations for the event. Any unpaid sanction fees, FAI officials' expenses and any performance financial penalties may be deducted from these entry fees.

### **3.2 2<sup>nd</sup> Category Events**

The sanction fee for any 2<sup>nd</sup> category event is the equivalent of the single entry fee (the pilot-participation fee, inclusive of such compulsory 'extras' such as lift-passes, etc., but exclusive of accommodation). The sanction fee is payable in euros and shall be a minimum of €20 to cover administrative costs. If an organiser of a 2<sup>nd</sup> Category Event is found not to have checked each competitor's FAI Sporting Licence a warning letter will be sent by CIVL to the NAC for the first offence and for any subsequent offences a financial penalty will be imposed; this will be that the sanction fee will be doubled for the next sanction application from that country.

### **3.3 Payment of Fees**

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

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

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

FAI Sporting Code, Section 7 - 1<sup>st</sup> May 201X

Switzerland

Account name Fédération Aéronautique Internationale

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

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

## 4 RESPONSIBILITIES OF ORGANISERS & TEAM LEADERS

### 4.1 Detailed Guidelines

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

### 4.2 The Competition Organiser

After the Practice Event the Competition Organiser must institute the changes requested by the Steward unless the Competition Organiser presents a written document explaining why these changes are undesirable. The final agreement between the Competition Organiser and CIVL should include a requirement for a certain minimum number of competition staff personnel.

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

At the Plenary prior to the competition, the Bureau will discuss the requirements with the Competition Organiser.

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

**Commentaire [LJ6]:** Review or delete  
Does not happen.

### 4.3 The Meet Director

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

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

#### 4.3.1 Task Advisory Committee (TAC)

This shall be a small committee, which will include at least two elected pilots and one FAI Steward. Task setting and selection remains the ultimate responsibility of the Meet Director, but a task will not be flown without prior reference to the TAC.

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

## **4.4 The Safety Director**

The Competition Organiser shall appoint a Safety Director acceptable to the CIVL Bureau whose sole responsibility is safety. A review of the suitability of the Safety Director should be made by the Steward after the practice event and the bureau may require a replacement Safety Director. The Safety Director must be fluent in both English and the local language. A permanent safety channel and separate telephone numbers must also be allocated for his use. The Safety Director must have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.


### **4.4.1 Safety Director Responsibilities**

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

The Safety Director also has a responsibility to attend Task Advisory Committee meetings, monitoring the setting of goals and routes. He should attend Safety Committee meetings and accept input from the Safety Committee. He is also responsible for checking that all pilots have reported back.

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

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

 The Safety Director shall together with the Safety Committee implement the Risk Assessment Workflow, as detailed in a separate Annex, for each planned task of the competition. The Risk Assessment results and feedback must be made available and reported to CIVL with the steward report. The risk assessment workflow is mandatory from 1<sup>st</sup> January 2015.

### **4.4.2 Safety Committee**

#### **4.4.2.1 XC Competition**

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

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

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

## FAI Sporting Code, Section 7 - 1<sup>st</sup> May 201X

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

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

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

### 4.4.2.2 Accuracy Competition

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

## **4.5 Team Leader Responsibilities**

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### **4.5.1 Liaison**

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

### **4.5.2 Authority**

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

### **4.5.3 Accidents**

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

## 5 PREPARATION, REGISTRATION & LOCAL REGULATIONS

### 5.1 Programme and Facilities

#### 5.1.1 Provision of information

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


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

#### 5.1.2 Entry fee package

As a minimum the following should be included in the fee:

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

**Commentaire [LJ7]:** Suggest adding this point for completeness

 Transport of gliders and pilots between HQ or pre-determined pick up point and the take-off site on each flying day

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

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

#### 5.1.3 Website

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

#### 5.1.4 Headquarters

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

### 5.2 Registration and Scrutineering

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#### 5.2.1 Reporting

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

#### 5.2.2 Ceremonies

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

#### 5.2.3 Insurance

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

#### 5.2.4 Contest Numbers

➤ The organisers shall allocate numbers or letters to each competing glider. When specified in the Local Regulations these shall be displayed on the glider. This will normally be on the underside of the right wingtip with the top of the numbers or letters towards the leading edge, and may also be on the pilot's helmet or on other equipment. Numbers may be additionally required on top of the wing.

➤ The size of the figures and the area on the wing to be kept clear for this purpose shall be stated in the local regulations when required. Failure to display numbers as required is a technical offence and may be penalised accordingly.

➤ The Competition Organiser shall allocate numbers or letters to each competing glider, which will normally be placed under the centre of the wing, top towards the leading edge. Helmet numbers may also be required.

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

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

➤ The Competition Organiser shall allocate a contest number to each competing glider and pilot. The method of affixing and displaying these numbers will be specified in the Local Regulations. Glider identification can be made by recording glider manufacturer, type, and colour combination or by sticker at registration. The method will be specified in Local Regulations. Failure to display numbers as required is a technical offence and may be penalised accordingly.


**Commentaire [LJ8]:** Suggestion:  
The Competition Organiser shall allocate numbers or letters to each competing glider. Helmet stickers may also be required. Their placement will be specified in the Local Regulations. Failure to display numbers as required is a technical offence and may be penalised accordingly.



### 5.2.5 Glider acceptance check.

All gliders must be made available to the Competition Organiser during the period of registration, for an acceptance check, in the configuration in which they will be flown. After the opening of the launch window on the first scheduled competition day or the first competition flight of the first round on the first scheduled day no change of pilot or glider may be made except as specified under the conditions of 6.3.4 Damage to a competing glider.

#### 5.2.5.1 Class Conformity

 In multi-class events, each competing glider will be subject to inspection for compliance with class rules at any time during the championships.

## 5.3 Local Regulations

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### 5.3.1 Local Regulations and Hierarchy

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

### 5.3.2 Format and Template

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

### 5.3.3 Approval and Publication

The Local Regulations shall be approved by CIVL and not subsequently changed, except under the conditions stated below. They must be sent to the President of CIVL at least eight months before the event. CIVL should involve all stewards who will be working at an event in the approval process for the Local Regulations.

Any version of the Local Regulations published by the Competition Organiser before approval by CIVL must display a clear and prominent statement to that effect.

### 5.3.4 Entry Requirements and Local Regulations

The entry requirements together with the approved Local Regulations and other information useful to competitors shall be published on the CIVL website after approval and at least five months before the event. CIVL Delegates will be notified. The Competition Organiser may additionally send this documentation direct to FAI member associations.

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

### 5.3.5 Failure to Follow the Time Schedule

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

**Commentaire [LJ9]:** Needs clarification! Does non-acceptance mean cancellation? Is that a condition in the OA?

**5.3.6 Changes to Local Regulations**

The Competition Organiser shall make any changes to Local Regulations which are necessary to comply with rule changes published in the Sporting Code between the date of approval (by CIVL) of those regulations and the start of the Championship. The published rules and regulations, including supplementary regulations, may not be altered once the competition has officially started. Any additional requirements within the rules needed during the event shall not be applied retrospectively. The CIVL Steward and Jury President must approve any further additions to the Local Regulations and such additions must be approved by a majority of the Team Leaders; only minor or necessary matters may be so approved.

## **6 OPERATIONAL ASPECTS**

### **6.1 Briefing**

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

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

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

All briefings must be conducted in English only.

### **6.2 Team Leaders' Meetings**

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

### **6.3 Operational Regulations**

#### **6.3.1 Compliance with the law.**

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

#### **6.3.2 Unsporting Behaviour**

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

#### **6.3.3 Airworthiness.**

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

##### **6.3.3.1 Airworthiness Checks**

At any time during the championships the organisers and FAI officials have the right to inspect any competing glider and, if necessary, ground it for safety reasons. They may also apply any other penalties listed in these rules and the Local Regulations for non-compliance with class or airworthiness standards.

#### **6.3.4 Damage to a Competing Glider**

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.

### 6.3.5 Protests

Shall be dealt with by a nominated International Jury of three members from different nations appointed by CIVL. The time limit within which a protest must be made and the amount of the protest fee shall be stated in the Local Regulations. If the protest is upheld the fee is returned. The protest fee may not be larger than \$50 US, or €50 for Championships held on the European Continent.

### 6.3.6 Measurement of Distance

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

### 6.3.7 Live Tracking

Live tracking is mandatory in Category 1 Paragliding cross-country events and practice events. Organisers may request an exemption at the time of bidding, which will be considered by the Paragliding Committee.

### 6.3.8 Pre-flyers

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

### 6.3.9 Test Flying

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

No competitor may take-off during a competition day from the competition site without the permission of the Meet Director.

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

## 6.4 Rest Days

The director may declare a rest day after not less than four consecutive days of flying unless this is the last day of the competition except that no more than two rest days may be declared in any competition. The policy on rest days shall be declared before the first competition day.

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

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. The policy on rest days shall be declared before the first competition flight.

**Commentaire [LJ10]:** Suggestion for rewording XC: or leave as it is.  
No competitor may take-off during a competition day from the competition site without the permission of the Meet Director. This may be given for test flying.

## 6.5 External Aid to Competitors

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

### 6.5.1 Navigation

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

### 6.5.2 Radio

**Commentaire [s11]:** All slightly different

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

**Commentaire [LJ12]:** HG committee should probably review this paragraph.

Where national law permits, it is mandatory for pilots to carry a radio receiver compatible with the organiser's published frequency for safety communications. This must be switched on in flight and set to either the competition frequency or that of his Team Leader. It is mandatory for all pilots to be able to receive and transmit on the pilot safety frequency.

Voice radio transmitters are allowed for reasons of safety and communication between the organiser, team leaders and pilots. Safety frequencies must be used for safety reasons only. Permitted radio frequencies shall be specified in the Local Regulations.

### 6.5.3 GPS

The use of GPS or similar positioning systems, by competitors in the air is permitted for navigation, live tracking and flight recording purposes.

## 6.6 Flight Boundaries

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### 6.6.1 National Borders

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

### 6.6.2 Controlled Airspace

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

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

**Commentaire [s13]:** Not in s7b

## 7 PRE-FLYERS (WIND DUMMIES) & OTHER FLYERS

### 7.1 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.

### 7.2 Timing of Flights

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

### 7.3 Limit of Flights

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

**Commentaire [s14]:** This part is only in 7B , but assume it's valid for HG also

### 7.4 Status and Expertise

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

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

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

### 7.5 Other Flyers

#### 7.5.1 Free Flyers

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

#### 7.5.2 Media

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

#### 7.5.3 Air Marshals

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

**Commentaire [s15]:** S7b only ??

### 7.6 Meet and Safety Directors

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

## 8 FLIGHT SAFETY

### 8.1.1 Safety Briefing

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

Commentaire [s16]: Missing from S7c

### 8.1.2 Dangerous Flying Conduct

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

### 8.1.3 All Flying Banned

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

### 8.1.4 Pilot Competence

Both the Meet Director and the Safety Director, in agreement with the Steward, have the power to exclude from the Championship pilots who demonstrate a lack of the necessary skills for safe launching, flight or landing.

### 8.1.5 Fitness

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

### 8.1.6 Drugs

Performance enhancing drugs are prohibited. Refer to General Section 3.11.2.

Commentaire [s17]: GS contains very little , perhaps it should refer to FAI/WADA policy

### 8.1.7 Pilot Equipment

Specific rules on helmets, reserve parachutes, glider conformance and other equipment are provided in the respective discipline subsections.

Commentaire [LJ18]: Point added as reference to sections removed.

### 8.1.8 Pre-flight Check

Commentaire [LJ19]: Suggestion: Each glider shall be given a pre-flight check by its pilot, and may not be flown unless it is serviceable. Pilots shall ensure that they have a proper hang check, leg loop check and/or no twists in the risers/lines, immediately prior to launch.

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

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

Each glider shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. Pilots shall ensure that all harness straps are properly fastened and there are no twists in the risers/lines.

### 8.1.9 Collision Avoidance

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

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

### 8.1.10 Cloud Flying

Cloud flying is prohibited and gliders may not carry gyroscopic instruments or other equipment permitting flight without visual reference to the ground. Proven cases of cloud flying will result in a penalty being applied; this will be a zero score for the day of the first offence and exclusion from the remainder of the competition for any subsequent offence.

### 8.1.11 Overcrowding

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

### 8.1.12 Maximum Wind Speed

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

### 8.1.13 Flying Close to the Ground

**Commentaire [LJ20]:** There are often more than 100 pilots at a start gate. Review this rule?

**Commentaire [LJ21]:** Rule needs reviewing

**Commentaire [s22]:** How is this determined or enforced ?

The Meet Director must ensure that in normal conditions, in the final glide to goal, all pilots shall have sufficient height to throw their reserve parachutes and land safely if any problem occurs.

### 8.1.14 Emergency Medical Provisions

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

Helicopter services need not be a mandatory requirement for Accuracy competitions. The Paragliding Accuracy Committee will determine whether a helicopter is required at the time a bid is accepted. The normal expected response time of suitable emergency evacuation transport (such as ambulance or helicopter) and time to nearest hospital has to be announced in the bid and in the Local Regulations.

### 8.1.15 Action in the Event of a Casualty or Serious Accident

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



**8.1.16 Pilot Reporting of Safety (XC Only)**

**8.1.16.1 In Flight**

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

**8.1.16.2 On Landing**

The Landing Verification Form (8.5.3) must contain the following and be completed by each pilot as follows:

Tick Boxes or equivalent

- 1 – Safe
- 2 – Unsafe for me
- 3 – Unsafe

Estimated cloud base height at the Start gate .....

Estimated cloud base height at the end of the task.....

## 9 COMPETITION SAFETY PRESENTATION

### 9.1 General

A safety meeting attended by all pilots in a CIVL category 1 competition is required. Only by presenting the safety matters relating to the specific site and conditions can there be reasonable assurance that all pilots will have access to the important local safety information. It is mandatory for all pilots to attend such a meeting.

One method of compelling pilots to attend the meeting is to not allow a pilot to score who has not attended the meeting and signed in on a pilot list under the control of an official. Another way is to do the GPS downloads and serial number check-ins at the meeting. There may be a certain amount of resistance to such a mandatory meeting, but even very experienced pilots do not know all the unique factors of a particular site until they have flown there many times. Any very experienced pilot who knows the site may be recruited to help with or put on the safety meeting. It goes without saying that those pilots with lesser skill, experience or judgement will benefit greatly from such a meeting.

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

### 9.2 Safety Meeting Topics

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

#### 9.2.1 Equipment

##### 9.2.1.1 Gliders

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

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

##### 9.2.1.2 Harnesses

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

##### 9.2.1.3 Parachutes

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

##### 9.2.1.4 GPS units

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

## **9.2.2 Communications**

### **9.2.2.1 Numbers & Frequencies**

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

### **9.2.2.2 Rescue Procedures**

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

### **9.2.2.3 Procedures for pilots observing an accident.**

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

## **9.2.3 Site Requirements and Conditions**

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

### **9.2.3.1 Physical Aspects**

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

### **9.2.3.2 Launch Procedures**

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

### **9.2.3.3 Conditions**

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

## **9.3 Personal Health Matters**

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

### **9.3.1 Rest and Nutrition**

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

### **9.3.2 Hydration**

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

### **9.4 *Airspace and Other Hazards***

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

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

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

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

It is recommended that all pilots have first aid qualifications.

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

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

### **10.1 Rescue Actions in Competition**

#### **10.1.1 The Objective:**

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

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

#### **10.1.2 Organisation Duties:**

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

#### **10.1.3 Obligations of the Injured Pilot**

If he is physically able, the pilot must:

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

#### **10.1.4 Obligations of Pilots who Witness an Accident**

If at all possible, the pilot must:

- Contact control and state that: I am a witness of an accident at such place.
- The injured has a glider of such construction....., such colour.....
- I can/can't land close to him.
- What must I do?

- If possible, His name is.....his number is ..... Can he speak, can he move?

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

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

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

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

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

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

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

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

#### **10.1.9 Once Discovered**

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

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

## **11 PARTICIPANT INCIDENT POLICY**

### **11.1 Policy**

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

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

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

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

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

The guidelines below are provided for such abusive behaviour.

### **11.2 Procedure**

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

### **11.3 Lesser Offences**

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

Punishment (in order of severity):

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

### **11.4 Serious Offences**

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

#### **11.4.1 Punishment**

in order of severity:

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

FAI Sporting Code, Section 7 - 1<sup>st</sup> May 201X

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

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

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

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



## **12 STEWARDS AND JURY**

### **12.1.1 Powers and description**

These are detailed in the General Section.

### **12.1.2 Appointment of Stewards.**

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

### **12.1.3 The International Jury**

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

### **12.1.4 Authority of Stewards**

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

### **12.1.5 Authority to Stop Event**

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

### **12.1.6 Funding of Jury and Stewards**

#### **12.1.6.1 By the Organiser**

The Competition Organiser is responsible for travel, accommodation, meals and refreshments for the international jury and steward(s). Travel shall be arranged after consultation and agreement with FAI officials. The minimum standards to be provided at the event are:

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

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

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

## FAI Sporting Code, Section 7 - 1<sup>st</sup> May 201X

### 12.1.6.2 By CIVL

CIVL is responsible for payment to the steward at 1st Category events and authorised practice events of €50 per scheduled competition day, up to a maximum of 16 days, including up to two days prior to the start of the event. The CIVL is responsible for payment to the jury members at 1<sup>st</sup> Category events of €25 per scheduled competition day, up to a maximum of 14 days. This stipend does not apply to remote juries. These payments are to be made after a correctly completed expenses form is submitted to the FAI Secretariat and approved as required by current CIVL procedures.

**Commentaire [s24]:** Stipend deleted as obsolete

### 12.1.6.3 Equipment

The Competition Organiser is responsible for providing Jury and Steward(s) with a minimum of one radio compatible with competition frequencies and one cell 'phone compatible with the local system when needed.

## **13 ADVICE ON PREPARING A PROTEST**

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

### **13.1 Hierarchy of Rules**

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The hierarchy of rules will be:

FAI General Section.

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

The Local Regulations.

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

### **13.2 Procedure**

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

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

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

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

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

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

The protest should finish with signature, date and time.

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

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

- (c) Any mitigating factors.

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

### ***13.3 Jury Action***

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

## 14 AWARDS CEREMONIES AT 1<sup>st</sup> CATEGORY EVENTS

### 14.1 Introduction

To ensure consistency at all FAI Category One event ceremonies, and guarantee that minimum standards of dignity and protocol are adhered to, a standard format for Awards Ceremonies at FAI Category One events has been agreed and is the basis for the following protocols.

Commentaire [LJ25]: First sentence deleted

### 14.2 Award Ceremony Procedure

#### 14.2.1 Preparation

The awards podium, FAI flag and the flags of the medal winners and National Anthem of the individual Gold Medal winner and the winning team will be prepared in advance. For team medal presentations the large FAI medal is for the NAC entering the team and will normally be presented to the Team Leader. The small FAI medals are for the individuals in the team. If there are more small medals supplied than there are official team members then the excess medals are to be returned to the FAI Jury President for disposal.

The awards podium will be set up in the following configuration:

Silver: Left-hand side (as viewed by spectators) - Second highest podium (2)

Gold : Centre - Highest Podium (1)

Bronze: Right-hand side – The same height or slightly lower than Silver (3)

Flags and anthems: the organiser shall ensure that (equal size) flags and items of all nations represented are present and available at competition ceremonies.

Commentaire [s26]: Only in 7c

A person from the organising staff should escort medal winners to a medal staging area.

#### 14.2.2 Order of Presentation

To avoid individual medal winners being called to the podium more than once for individual presentations (*most will also be involved in team medal presentations*) it is suggested that the order of presentation is:

- FAI Diplomas to competitors in reverse order i.e. first the pilot placed 10<sup>th</sup>, then 9<sup>th</sup> and so on through to the pilot placed 4<sup>th</sup>.
- Individual medals presented in reverse order i.e. Bronze then Silver then Gold together with their FAI Diplomas.

After a suitable time for photographs the individual winners leave the stage, or podium, and the team presentations are then made, again in reverse order with the team placed third being called first, followed by the silver medal winners and finally the champion team.

#### 14.2.3 Procedure

The announcer will introduce the award ceremony and then announce each category/class (as appropriate) receiving medals as the winners move into the podium area in order and take up a position behind the awards podium. A member of the organising staff should be on hand to guide competitors to the appropriate position and the order in which competitors move into the area must be in a sequence so as to position the medal winners behind the correct podium.

The announcer must mention who (with appointment or title) will award the medals and diplomas (this may be the FAI President, Air Sport Commission President, his/her designee or a local dignitary).

## FAI Sporting Code, Section 7 - 1<sup>st</sup> May 201X

The winning pilots or teams will be called forward by name and country, one by one separately, and in reverse order i.e. Bronze – Silver - Gold. The medal winners will step up onto the podium only when called by the announcer.

The first Medal-winning individual or team (Bronze) will step up onto the podium, and the medal will be awarded. Next the Silver-medal-winning Individual or Team will be called to the podium and will receive the medal, followed finally by the Gold medal presentation, using the same procedure. A moment will be allowed after the award of each medal for photographs.

After all medals have been awarded, the anthem of the Gold Medal-winning individual or team will be played as their country's flag is raised (if the winner is not representing a country, play the FAI anthem). The flagpoles must be of different heights, with the tallest in the centre for the flag of the 1<sup>st</sup> placed competitor or team, and two shorter ones to the right and left for the 2<sup>nd</sup> and 3<sup>rd</sup> placed competitors or teams. All flags must be raised to the top of the poles. The flag poles must be of an appropriate height for their location, so as to give a distinguished look to the flag ceremony.

The individual or team winners will pose for group photographs for a minute before stepping off the award podium.

First, 2<sup>nd</sup>, and 3<sup>rd</sup> placed competitors, and 1st, 2nd, and 3rd placed National teams, must attend the awards ceremonies. Furthermore, all competitors are expected to attend the awards ceremonies.

### **14.2.4 FAI Diplomas**

FAI Diplomas are presented to the top 10 competitors in the overall classification. This will result in those placed 1st, 2nd and 3rd receiving both a medal and a diploma.

### **14.2.5 Additional Persons**

No additional persons should accompany individual medal or diploma winners into the presentation area. For team presentations the officially registered Team Leader may accompany his team.

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

### 15.1 General Rules

#### 15.1.1 Conflict

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

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

#### 15.1.2 Language

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

#### 15.1.3 FAI Authority

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

#### 15.1.4 Type of Event

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

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

#### 15.1.5 Sporting Licence

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

#### 15.1.6 World Pilot Ranking Scheme

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

Commentaire [s27]: S7C had the old version

## 15.2 Requirements

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### 15.2.1 NAC Authority

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

### 15.2.2 Notice of Event

Competition Organisers must give a minimum of one month's notice of the event to the CIVL Competition Coordinator.

### 15.2.3 Application for Sanctioning

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

A completed application form to the CIVL Competition Coordinator.

The sanction fee (3.2) to the FAI together with a copy of the application form.

URL or e-mail address for international entries and details of fee payment method.

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

### 15.2.4 Reserve Dates

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

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

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

### 15.2.5 Re-scheduling

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

## 15.3 International Participation

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

**Commentaire [s28]:** Poss add link to sanction form


**Commentaire [s29]:** Missing from s7c




## 15.4 Validation

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### 15.4.1 Minimum Numbers

 The minimum number of competitors required to validate a 2<sup>nd</sup> Category event shall be stated in the Local Regulations for that event.

 The minimum number of competitors required to validate a Second Category event shall be stated in the regulations for that event and shall not be less than 8

**Commentaire [s30]:** How can this be checked?


### 15.4.2 Maximum Numbers


The maximum number of pilots must not exceed 150, the maximum number permitted in 1<sup>st</sup> Category events.

### 15.4.3 Tasks


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

#### 15.4.3.1 Minimum tasks/rounds

 The minimum number of tasks for a 2<sup>nd</sup> Category event to be valid is two and all valid tasks flown shall be scored.

 The minimum number of rounds required to validate a Second Category Accuracy event shall be stated in the Local Regulations for that event and shall not be less than 2.

#### 15.4.3.2 Maximum rounds

 The maximum number of rounds shall not be more than permitted for a Category 1 event, i.e. 12.

## 15.5 Results

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### 15.5.1 Deadline for Provision

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

### 15.5.2 Format of Results

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

FSDB file from FS

An Excel format (.xls or .csv) file with the results in the following order:

Name (First name followed by family name) Nation (IOC abbreviated codes) Total (score) FAI\_licence (number) CIVL\_Pilot\_ID

PDF files are not acceptable.

### 15.5.3 Task Dropping

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

### 15.5.4 Responsibility

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

### 15.5.5 Finality of Results

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

## 15.6 Complaints, Protests and Appeals

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### 15.6.1 Complaints and Protests

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

### 15.6.2 Appeals

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

### 15.6.3 Jury (Protest Committee)

Competition Organisers of 2<sup>nd</sup> Category Events which are also practice events for 1<sup>st</sup> Category Events must form a jury of three individuals to serve as a protest committee. The jury may consist of trained jury members supplied by the Steward and those jury members may rule on a protest as a remote jury.

**Commentaire [LJ31]:** Possibly needs reviewing anyway?

## 15.7 Safety

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

## GLOSSARY OF TERMS AND ABBREVIATIONS

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

### Alphabetical

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

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

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