



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7AB – Class O

HANG GLIDERS and PARAGLIDERS XC

CLASS I / II / III/ IV / V

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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

Editors Note:

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

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

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1 SECTION 7A – HANG GLIDING CHAMPIONSHIPS

Section 7AB of the FAI Sporting Code is the subset of Section 7 (common section) dedicated to Hang Gliding and Paragliding Cross Country Championships. This document must be read in conjunction with Section 7 and the General Section.

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

Commentaire [LJ1]: New Intro

2 ENTRY TO 1st CATEGORY EVENTS

2.1 Maximum Entry

The maximum number of entries permitted in a 1st Category championship is 150. The maximum number of pilots constituting a national team is 6.

✈ Except that where 2.2.5 applies it may be 8.

The Local Regulations shall state:

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

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

The number of pilots of each sex who may be entered by a NAC (if required).

The number of pilots constituting a national team.

2.2 National Entry

2.2.1 Team Size

✈ When specifying the maximum team size the Local Regulations must also state the maximum number of each sex a NAC may enter in each class, if required. Team pilots must be nominated by each NAC before the start of the championship. For the Women's World Championship the team size is to be 6.

✈ The base team size for all nations is one pilot plus one female pilot. Places left unfilled after a date to be specified in the Local Regulations will be allocated to nations in order from the top nation in the WPRS Nation Ranking down to the last ranked nation; if any places are still available, the process will start at the top again but in this process the place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation. This process will continue until the maximum number of pilots is reached or until 60 days before the first planned flying day of the Championship. The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the Championship starts.

2.2.2 Limited Pilot Numbers

✈ Where pilot numbers need to be limited by site considerations:

2.2.2.1 Qualification criteria

✈ The qualification criteria are to be defined in the Local Regulations. The criteria are adjustable according to the standard of the competition (*a 1st Category World event can be very different to an Asian Continental one*) and take

into account the site capacity and the number of pilots wanted. This is done by adjusting the qualification level for entry e.g. the top X number (500, 1000, 2000 etc) of the WPRS or X km (60, 80, 100 etc) goal flight achieved in Category 2 competition).

Commentaire [LJ2]: This needs to be reviewed/changed as qualification criteria have been changed – see 2.4 below.

2.2.2.2 Allocation system

- ✈ The allocation of places starts with: X (+2 female if appropriate) to all nations; X to be decided by the Bureau after discussion with organiser and steward. If places are still available at a deadline given in LR's these are offered in the nation WPRS order at that deadline date to those nations who have already entered X. If that round is completed and places are still available another round commences until the maximum entry is reached. If any round of allocation is incomplete then the pilots entered in that round are not considered to be part of the national team. If any nation gets places for more than the 6 (or 6+2) maximum team size (Rule 2.1) then those additional pilots are also considered as individual entries.
- ✈ Where a reallocation process is part of the entry rules the date for pilot qualification to be complete is to be the same as the date for commencing reallocation.

2.2.3 Host Nation Team

When a reallocation system is used to increase the size of some teams, the host nation shall have the opportunity of entering the same number of pilots as the top nation, except that they may not enter males as substitutes for females with places allocated under the X + 2 rule (HG) or 1+1 rule (PG). These additional pilots must fulfil the stipulated qualification criteria specified in Section 7 and the Local Regulations.

2.2.4 Class 2 and 5 Teams

- ✈ In Category 1 events, each NAC must fill up to full team quota in Class 5 before it can enter a Class 5 design glider in Class 2.
- ✈ A change of a competitor from one class to another is not permitted after the closing date stated on the Entry Form unless the entry is restricted, or a particular class in the championship is cancelled.

2.2.5 Women

- ✈ Where there is no separate championship for women, the team size is X + 2. X will be those pilots who qualify for their national team in open selection and there may be up to 2 additional women in the team.

2.2.6 NAC nominations

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

2.2.7 Change of Pilot

After the opening of the launch window on the first scheduled competition day no change of pilot may be made.

2.2.8 The Team Leader

May be a competitor or crew but preferably should be additional to them. If a national team has pilots flying from more than one site, the Team Leader may nominate a deputy for such sites.

Commentaire [s3]: HG for multi class event

2.3 Additional Entries

2.3.1 Defending Champions

Current Champions, male and female (world and continental) shall be allowed a discretionary entry to defend their title if not selected for their national team by their NAC but they shall not score for their nation.

2.3.2 Additional Non Team Pilots

Commentaire [s4]: This is proposed new text to clarify what has been happening in local regs in order to maximise entry to events.

2.3.2.1 Entry

If there are unfilled places in the championship once the final allocation of entries up to the maximum team size is complete, then places shall be offered to additional pilots from each NAC that wishes to enter additional pilots, up to the maximum number of pilots that can be entered by a NAC, as stated in the Local Regulations. These entries shall be made in an allocation round using the Nation WPRS order. If there are still unfilled places, then further rounds can be repeated until all places are allocated or the deadline of 60 days before the championship is reached.

Commentaire [s5]: Taken from PG S7B

2.3.2.2 Scoring

These additional pilots are not eligible to score for the national team. Their scores will not count towards the national team score. They are eligible to compete for the Individual Championship.

2.3.3 Guest Pilots

In Continental Championships, if any suitable spots remain available one month before the start of the competition, CIVL will accept entries from suitable pilots from other continental regions. Such pilots will have to fit the general qualification criteria of the competition and will be selected in their WPRS order with one woman pilot accepted for every 4 males that are selected.

2.4 Eligibility to Compete

2.4.1 Qualifications

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

- If the competitor's country issues pilot licences for hang/para gliding the pilot must hold a valid licence appropriate to the glider to be flown.
- Each competitor shall hold a valid FAI sporting licence issued by his own NAC. Competitors from prospective FAI member countries may use a licence issued by the FAI Secretary General.

2.4.1.1 Additional requirements

✈ Ranked with at least 20 WPRS points in Hang Gliding Class 1 ranking in the three years prior to the entry deadline of the Category 1 championship.

Participated in one or more FAI sanctioned competitions with at least 30 pilots during the three years prior to the Category 1 championship.

For other events the qualification criteria must be set in the Local Regulations.

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

- For **World Championships**, ranked in the top 400 in the World WPRS for paragliding or scored a minimum of 45 WPRS points in any single FAI sanctioned event.
- For **European Championships**, ranked in the top 400 in the European WPRS for paragliding or scored a minimum of 45 WPRS points in any single FAI sanctioned event.
- For other **Continental Championships**, ranked in the top 1500 in the World WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.

👤 If a Competition Organiser wishes to set stricter criteria they must be declared with the bid for the event.

2.4.2 Other Criteria

✈ Other qualifying criteria may be specified by CIVL and included in the approved Local Regulations.

2.4.3 Qualification after Gaining an Exemption

✈ Notwithstanding the above, when a pilot has competed in a Category 1 event after gaining an exemption from the specified entry qualifications that pilot shall not be eligible for further Category 1 events unless he meets the normal qualification criteria.

2.4.4 Qualification by Class

✈ Where a pilot seeks qualification in a hang gliding event of any class, these qualification criteria must have been fulfilled in a hang glider.

2.4.5 Organising Team

No member of an NAC's organising team during a first category event may also be a competitor in that event.

2.4.6 Qualification Date

✈ Pilot qualifications must be finalised prior to the deadline for registration for the competition.

🕒 Pilot qualifications are to be finalised no later than three calendar months prior to the start of the competition.

2.4.7 Procedure for Checking

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

- The NAC or National Association/Federation before selecting their team.
- The competition organiser.
- The pilot. It is each pilot's responsibility to make sure he/she is qualified

2.4.8 Competition Organisers' Responsibilities

To ensure there is a signed declaration on the entry form that each pilot meets the CIVL qualification criteria. To notify NACs of any pilots who do not appear to meet the qualification criteria.

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

2.5 Exceptions

2.5.1 Applications

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

✈ 30 days before the Championship

🕒 60 days before the Championship

2.5.2 Guideline for approval

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

🕒 Exceptions will not be granted for World or European Championships.

FAI Sporting Code, Section 7AB - 1st May 201~~5~~

3 Championship Tasks

3.1.1 Task Setting

The Meet Director is to take into consideration the level of the average pilots when setting tasks. The same task shall be set for each pilot in a particular FAI Class. The Meet Director may announce alternative tasks at briefing for use if the weather deteriorates, but he may not change the task once flying has started.

3.1.2 Type of Task

Tasks are now defined in CIVL GAP – Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding.

3.1.3 Multiple Class Events

3.1.3.1 Meet Director

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

3.1.3.2 Task setting

The task for each class may be different and a task may be set for one class only. The organisers must, as far as possible, avoid interference of one class by another. Exceptions include Classes 2 and 5, as well as Women's and Sport Class, which can be run concurrently, providing safety is not compromised. Competition Organisers are encouraged to bid for these class championships simultaneously.

3.1.4 Alternative Task Types

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

3.1.5 Precision Landing Task

This may not be combined with a distance task.

3.1.6 Speed Section

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

3.1.7 Task Times

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

3.1.8 Control at starts, goals and turn points

At starts, goals and turn points control will be made by a method approved by CIVL and detailed in the Local Regulations.

Details regarding crossing the finish line are explained in CIVL GAP document.

3.2 Launch Systems and Management

The Meet Director may use any of the launch systems as agreed by CIVL at the time of the acceptance of the bid to run the Championships. The Local Regulations shall state which is to be used.

3.2.1 Other Launch System Proposal

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

3.2.2 Launch window Open Time.

The Local Regulations must state the minimum length of time that the launch window must be open for the task to be considered valid.

The launch window open time will be based on the number of competitors and the number of launch points available. Normally a minimum of 45 seconds of safe launch conditions per pilot is recommended. The precise method for determining the minimum launch window open time will be a method agreed to by the Steward and the Meet Director at the Practice Event. The launch window will be considered adequate if the amount of safe launchable time available exceeds the designated minimum time or if 90% of the pilots registered for the championship and present at the launch site have launched. The Local Regulations shall specify the circumstances in which Launch Window Extension Time may be used.

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

Commentaire [LJ6]: Suggested rewording for HG:
The launch window open time will be based on the number of competitors and the number of launch points available. Normally, a minimum of 45 seconds of safe launch conditions per pilot is recommended. The Local Regulations shall specify circumstances when launch window extension time may be used.

3.2.3 Launch Window Extension Time

Launch window extension time will be specified at the task briefing and will be used if the launch window is required to be closed for safety reasons.

3.2.4 Open Window

Free take-off without any set order. There must be a large enough rigging area for competitors with enough marshals to ensure easy entry into the take-off corridors. There must be at least one ramp or take-off place for each 40 competitors, and competitors must be able to take-off at a rate of at least two per minute in ideal conditions.

Commentaire [s7]: not defined in 7b or in CIVL GAP

3.2.5 Start List

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

Commentaire [s8]: is it ever used? Review and maybe delete? Does not exist in 7b

3.2.6 Ordered Launch

Pilots take-off in a scheduled order, which is determined by the Meet Director using the method approved by CIVL in the local regulations. When there are no pilots willing to launch, the Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed' under 6.7.7

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

3.2.7 Take-off 'Push' System

- ✈ At sites where the pilots are required to queue to take-off, the Meet Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing'. Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further 30 seconds to complete the take-off. A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take-off within 30 seconds or be scored zero for the task. A pilot who wishes to "push" must be ready to take off immediately when he pushes and may not leave the launch line subsequently. No pilot may move into the start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed. When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently "push" in that task.
- ✈ In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class.
- ✈ *Note: The Meet Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.*

3.2.8 Multiple Class Events

3.2.8.1 Launch Points

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

3.2.8.2 Separation of Classes

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

3.2.9 Launch Officials

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

3.2.10 Re-launch

- ✈ A competitor is permitted more than one launch for a task if so stated in the Local Regulations.
- ✈ More than one launch is not normally permitted unless stated in the Local Regulations. When permitted a re-launch pilots will not take priority over other pilots who have not yet launched at all.

3.2.11 Failed take-off

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

3.3 Start of a Task

3.3.1 General

Starts may be either Air or Ground Starts and may be either a single start time (Race to Goal) or a number of start periods (Elapsed Time Speed Run).

3.3.2 First Start Time

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

3.3.3 Other Start System Proposal

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

3.4 Suspension, cancellation or stopping of a task/round

3.4.1 Suspension

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

3.4.2 Cancellation

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

3.4.3 Stopping

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

3.4.4 Announcement

When a task has been stopped it is the responsibility of the Meet Director to announce this and the stop time on competition and safety frequencies. In addition this should be notified to participants via Team Leaders. Where possible the announcement should also be repeated on team frequencies.

Stopped tasks are scored according to the rules in CIVL GAP - Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding document.

3.5 Goal in Soaring Competition

Two kinds of goal control are possible: with or without a physical line. The Meet Director should use physical finish line as often as possible for several reasons (safety, accuracy, public, media).

3.5.1 Types of Goal

Options are defined in CIVL GAP – Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding

3.5.2 Suitability of Goals


Prior to setting goals, including virtual goals, organisers must physically check that there are safe landings and no dangerous obstacles on the approaches and surround area. Manned goals are safer than virtual goals and competition organisers should only use virtual goals in exceptional circumstances. Stewards should consult with the Meet Director to ensure that goal fields are suitable and safe prior to the start of the Championship.

3.6 *Out Landings*

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

Landing evidence shall be from GPS track log as evidenced by an approved GPS flight verification system (Chapter 14 8, Rules for GPS Flight Verification).

3.7 *Retrieving*

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

If organisers provide retrieves, the next task may not be started unless all serviceable competing paragliders are retrieved in time to participate

Commentaire [LJ9]: Suggestion:
Adopt PG wording, unless HG requires more.

4 RULES FOR GPS FLIGHT VERIFICATION

4.1 General

4.1.1 1st Category Events

Flights in 1st Category Cross Country Championships will be verified using GPS track log evidence. The FAI have the right to use all data collected in 1st Category events, including track logs, and may publish such data.

4.1.2 Approval

Any system of GPS flight verification must first be approved by the relevant CIVL Committee as being secure and suitable for the purpose of verifying competition flights. From 1st January 2015, see also the new rules on distance and altitude measurement included in CIVL GAP - Centralised Cross-Country Competition Scoring System for Hang-Gliding and Paragliding.

The organiser should publicise a minimum of 3 months before the start of the event which software will be used, by name and version number.

4.1.3 Notification

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

4.1.4 IGC Standard Equipment

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

4.2 GPS Use

4.2.1 Back-up GPS

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

4.2.2 Multiple Track logs

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

4.2.3 Track-log Submission

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

4.2.4 Registration of GPS Units

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

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

4.3 Track-log

4.3.1 GPS Data

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

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

4.3.2 Missing Track log

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

4.4 General Verification Rules

4.4.1 Minimum Track log Points

A pilot's track log must contain sufficient track log points to verify all control features of the task that has been set, except that 4.3.2 may be applied for a start. In the event of doubt about track log validity 4.4.6 will apply.

4.4.2 Minimum Track-log Evidence

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

4.4.3 Missed Features

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

4.4.4 No Track log evidence of start time

Where CIVL GAP is the scoring system a pilot without evidence of start time will be given the start time equal to the start gate opening time. Otherwise, if the launch is within the start sector, and the pilot launches during the start window, but fails to provide proper evidence of start time, then the pilot is awarded a start time equal to the start window open time.

4.4.5 Altitude Infringements

Where vertical infringement of airspace, cloud or briefed altitude limits is considered possible it is the responsibility of the pilot to produce track log or barograph evidence that this did not occur.

4.4.6 Rejection of Track Log

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

4.5 Pilot Responsibilities

4.5.1 GPS Equipment

Each pilot must ensure that he/she has equipment that is secure and compatible with the approved GPS flight verification software that is to be used. The makes and models that will be accepted for flight verification during a competition will be publicised prior to the start of the competition. All pilots must as a minimum fly with one GPS unit capable of recording altitude as part of the track log.

4.5.2 Operating Parameters

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

4.5.3 Landing Verification Form

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

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

Commentaire [s10]: 7B only Not sure what this means or what it refers to or why?

5 SCORING 1st CATEGORY EVENTS

5.1 General

The detailed rules for scoring 1st Category competitions are now contained in the document CIVL GAP - Centralised Cross-Country Competition Scoring System for Hang-Gliding and Paragliding. In case of conflicts between this document and the CIVL GAP document then the CIVL GAP document shall take precedence.

5.1.1 Competitions with a Cut

✈ 1st Category events are to be run as a single group; a “cut” may not be used to reduce numbers for subsequent rounds.

5.1.2 Aerobatics and Speed Gliding

✈ The scoring system to be used will be approved by CIVL and described in the Local Regulations. More specific information regarding scoring systems for these events will be found in the chapter relating to Short Course Speed events (Chapter 7) and the Aerobatic Annex.

Commentaire [LJ11]: Aerobatic Annex for HG does not seem to be currently published

5.2 Scoring Systems

5.2.1 Competition Scoring

The object of the scoring program is to reward pilots for their performances as fairly as possible. A scoring program that has been approved by CIVL which implements the latest, CIVL approved, GAP formula as defined by the most current edition of “CIVL GAP” must be used for competition scoring. The latest edition of “CIVL GAP”, which describes the current version of the GAP formula, is available from the FAI office or from the CIVL website.

5.2.2 Approved Programmes

The FS (Flight Scoring) programme is approved by CIVL. It is available free of charge at: <http://fs.fai.org>

5.2.3 Nominal Parameters

The nominal scoring parameters, as defined by “CIVL GAP”, must be published in writing by the organisers prior to the start of the first task. They must not be changed after the start of the first task.

5.2.4 Use of Filters

Some scoring programmes permit the use of filters when calculating results. In Category 1 events where guest pilots are permitted e.g. Continental Championships, guest pilots may not be filtered out when calculating results as they will already have affected relative performances by their presence during the task and may also have affected the lead coefficient in the flight verification program.

5.3 Non-Scoring

5.3.1 Did Not Fly (DNF)

A pilot who is present at the launch site for the task but decides not to fly shall score zero and shall be indicated as DNF on the score sheet.

5.3.2 Disqualified (DSQ)

A pilot who is disqualified is to score zero and be indicated as DSQ on the score sheet for that task and all subsequent tasks.

5.3.3 Absent (ABS)

A pilot who withdraws due to illness or accident shall be marked as ABS (absent) for all subsequent tasks and no longer be counted in the group or class for the purposes of scoring for each task that he or she remains unfit to fly. A pilot who withdraws due to an equipment problem may also be marked as ABS subject to approval by the Safety Director; any such pilot is to continue to be shown as ABS for subsequent tasks until the Safety Director has approved repaired or replacement equipment.

5.4 Compensating Scores

5.4.1 Assisting Injured Pilots

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

At any point if a pilot lands or limits his flight to help another pilot his score for the day shall be his average day-weighted of what he scored in the previous rounds. However, as the meet progresses that score will change to take into account his average day-weighted score of the whole meet. Thus the score will be adjusted after each task. A Meet Director may also award extra points.

Points awarded in compensation are at the discretion of the Meet Director who is required to take all the circumstances into consideration before awarding them. It may be a fair solution to award a pilot the average of their task scores to date, normalised.

For guidelines to procedures concerning pilots in danger, see S7 Chapter 11, Guidelines for Assistance to a Pilot in Danger.

5.4.2 As a Result of Complaint or Protest

If a protest from a pilot or group of pilots is upheld, the jury must consider compensating affected pilots, bearing in mind the rights of other pilots in the competition, and only cancel the task if there is no other fair option.

5.5 Score Sheets

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

5.6 Competition Validity

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

5.7 List of Penalties

5.7.1 Permitted Penalties

The Meet Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Regulation. The severity of the penalties may range from a minimum of a warning to disqualification as appropriate for the offence. Except where otherwise stated in S7 or in the Local Regulations for the event, the penalties imposed by the Meet Director shall be at his discretion and may be one of the following:

- Warning.
- Operational disadvantage.

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

5.7.2 Application of Penalties

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

5.7.3 Specific Penalties

The following penalties will apply in all Category 1 competitions:

Commentaire [s12]: HG does not seem to have many specific penalties

Violation of Controlled airspace (S7 6.6.2)

Pilots whose recorded track comes closer than 100m vertically or horizontally to prohibited airspace shall be listed in the scores for each task without penalty.

Violation of controlled airspace by more than 30m vertically or horizontally.

Zero points for the task

Cloud flying (S7 8.1.10):

1st offence - zero for the day

2nd offence - expelled from the competition

Wrong turn direction:

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

Dangerous and aggressive flying

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

Aerobatics after reaching the goal line:

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

Top Landing after the launch window is open

1st offence – 100 points then doubling for every offence after that.


Failure to report back:

1st offence - zero for the day.

Subsequent offence – expulsion from the competition.

Too much ballast (6.8.1):

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

 Violation of Controlled airspace (S7 6.6.2)

2% of the pilot's task score deducted per meter when closer than 20m from prohibited airspace, vertically or horizontally, resulting in a zero score 30m within the restricted zone.

5.8 The World Pilot Ranking System (WPRS)

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

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

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

Rankings are also currently produced by Continent.

6 EQUIPMENT AIRWORTHINESS & SAFETY STANDARDS

6.1 General

6.1.1 Purpose

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

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

6.1.2 Change in Glider Configuration or Construction

A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs (see S7 6.3.4 Damage to a glider).

6.2 Airworthiness Standards

6.2.1 Airworthiness

Aircraft and ancillary equipment which is provided by the competitors, must be of a performance and standard suitable for the event.

Prototype hang gliders are not permitted in 1st Category events. See below for definitions and detail of standards.

6.2.2 Classification of Hang Gliders

Hang gliders permitted to fly in FAI sanctioned competitions must fall into one of the following categories. For 1st Category events the Local Regulations shall state which categories of glider are permitted.

6.2.2.1 Certified Gliders

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

6.2.2.2 Uncertified Gliders

These are production model hang gliders which have been available for sale for a minimum of 4 months and which have not yet obtained airworthiness approval or certified models which have been altered from the certified configuration.

6.2.2.3 Prototypes (Not permitted in 1st Category events)

All other gliders.

6.2.3 Classification of Paragliders

From 1st of January 2015, paragliders permitted to fly in FAI 1st Category championships must follow the regulations defined in the CIVL Competition Class (CCC) Requirements document. All paraglider models must be commercially available 90 days prior to the start of the championship.

From 1st of January 2015, EN certified paragliders will be permitted to fly in FAI 1st Category championships as long as they comply with the Permitted EN certified paragliders regulations defined in the CIVL Competition Class Requirements document.

6.2.4 Proof of Airworthiness Category

Certified Gliders

A pilot flying a certified glider will be required to sign a statement that his or her glider is in certified compliance and hasn't been altered in any way to take it out of certification. The certificate to be used is in the Appendix.

Uncertified Gliders

Uncertified gliders will be allowed to fly in 1st Category competitions only if the pilot or manufacturer can produce pitch and load test results for the glider model and size. Pitch test results must specify the sprog and VG settings used during testing. All structurally relevant components in the flown configuration (for example crossbar, uprights, leading edges, keel, speedbar, rigging cables) on the glider must have been statically load tested to positive 6G / negative 3G as part of the certification tests by one of the certification organisations.


Prototype Gliders

Prototype gliders are only allowed with the manufacturer's statement that the pilot is approved to fly this glider. Furthermore, a statement from the manufacturer must be produced confirming that the glider is airworthy and specifying the sprog settings at which this confirmation is valid.

Paragliders

In 2014: EN926-Certified Paragliders: Demonstrated by a paraglider certification / homologation certificate from a CIVL-recognised test organisation, incorporated into the glider.


6.2.4.1 Certified Glider Certificate

 Pilots will be required to sign the Certified Glider Certificate provided as Appendix V to this document. The organisers have the right to refuse any glider not of acceptable standard or configuration.

6.2.5 Modifications to a Glider

Modifications to a glider that take the glider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs (see S6.3.4). Damage to a competing glider.

6.2.6 Strength

 Hang gliders must comply with the load test certification standards of, the HGMA, BHPA or DHV, or similar testing body.

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

The standards in 4.3 below override the certified configuration of a glider.

Commentaire [s13]: Should this refer to Cat 2 for completeness as protos are excluded from Cat 1?

Commentaire [s14]: Could be used to cover both see 4.2.3.1

6.3 Structural limits

6.3.1 Structural Cables

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

6.3.2 Wire Attachment Points

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

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

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

Control cables are not deemed to be structural.

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

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

6.3.3 Control Bars (base tubes)

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

6.4 Airworthiness Penalties

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

6.5 Competing Gliders

6.5.1 Glider Identification and Documentation

✂ Each glider must have a serial number for identification.

6.6 Check procedures for Gliders

✂ CIVL officials at Category 1 events can measure and record sprog settings on competing hang gliders or perform other inspections. All competing pilots are to co-operate with the officials. *This data may also be used to provide an understanding of the current safety situation in hang gliding competitions.*

- In competition: There will be checks during the competition. Where possible checks will be made at the goal field, but on request a pilot should, with the minimum possible delay, deliver his glider to the HQ for checking.

6.7 Other Equipment

6.7.1 Pilot Suspension Systems

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

6.7.2 Harnesses

- All pilots in 1st Category events must fly with a harness certified to EN1651, LTF09, or LTF03. The harness must be equipped with a back protector certified to LTF09 or LTF03. From 1st May 2016, all pilots in 1st Category events must fly with a harness and back protector combination that has been tested to LTF09.

6.7.3 Rescue Parachutes

- ✎ With the exception of Short Course Speed events, a serviceable rescue parachute must be carried, capable of deployment by both the right and left hand of the pilot in a normal flying attitude.

- Pilots must carry a serviceable reserve parachute.

All pilots must carry this reserve parachute plus one more. The latter must be deployable with the opposite hand compared to the main reserve or, even better, with either hand.

As an alternative to two reserve parachutes, a single reserve parachute easily deployable by either hand may be used.

Pilots should make sure that both reserve parachute, main and second, are within the maximum certified weight. Pilots should check and repack their reserves regularly and get used to throwing them while in flight simulators.

6.7.4 Helmets

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

- All pilots competing in 1st Category events must wear a helmet certified to either EN966 (HPG), ASTM 2040 (Snow Sports) or Snell RS-98 (Snow Sports) at all times whilst flying.

6.8 Ballast

A competing glider may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

6.8.1 Ballast Limits

Commentaire [LJ15]: No limits specified for Class 1?

The weight limit in Class 5 for all equipment (without glider), clothes and ballast is to be 25 Kg. Any pilot equipped with a second parachute can exceed this limitation by the value of the weight of his second parachute and its deployment system. The weight limit with an additional parachute is 3kg above the 25 kg limit. Weight can be measured at take-off or landing (bare foot with T shirt and trousers, then equipped) by the organisers at the request of the stewards or of the organisers.

In all cases, pilots must also comply with the weight limitations set by the manufacturer and the authority who provided the certificate of airworthiness.

Pilots not complying with those rules will be removed from the meet.

The total weight, including all flight equipment and the glider must not exceed 33 kilograms in addition to the pilot's weight. The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.

6.8.2 Pilot Experience Declaration

All competing pilots (irrespective of their glider class) must complete the Pilot Experience Declaration form (Appendix VII to this document) outlining their general flying experience and specific experience and skills with their current glider. The form should be submitted on-line to the organiser prior to signing it at physical registration. This information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof).

This data will not be made public, but may be used in case of incidents.

NACs should make sure that the pilots they register have reached the 'basic' level of skills listed In Appendix VII, for the glider they are flying.

Commentaire [LJ16]: This cannot be submitted online until the online form is updated (requested many times). Some Cat 1s ignore this rule. Some have collected paper forms, but with no response to requests on what to do with them.

7 SHORT COURSE HANG GLIDER SPEED EVENTS

7.1 Title and Ranking

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

The winning team shall be the team, as defined in 18.3, having the shortest cumulated time for the competition, with allowance made for any bonus or penalty score that forms part of the results.

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

7.2 Glider Limitations

Besides the rules stated in 6.2 & 6.3 concerning the requirements for hang gliders and associate equipment, the wing loading is limited as follows:

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

Exceeding this loading will incur a time penalty.

Commentaire [s17]: Original ref incorrect , assume that these are the correct refs. review

Commentaire [s18]: How would this be calculated and applied

7.3 General Competition Rules

7.3.1 Radios

Voice activated microphones (VOX) are not allowed.

7.3.2 Course Definition

The Meet Director in consultation with the Steward will define the course.

7.3.3 Course Marking

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

7.3.4 Task Winner

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

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

Commentaire [s19]: ??? not defined

7.3.5 Take-off Area

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

7.3.6 Take-off Procedure

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

7.3.7 Starting Order

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

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

1.1.1 Starting the Task

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

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

7.4 Types of Start

7.4.1 Flying Start

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

7.4.2 Standing Start

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

7.4.3 Electronic Start

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

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

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

7.5 Flying the Task

7.5.1 General

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

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

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

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

7.5.2 Finishing the Task

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

- They have successfully completed the course by clearing all course elements within the maximum time set for the task.
- Their time on the course exceeds the maximum time set for that course

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

7.5.3 Conflict of Flight Path

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

8 CLASS DETERMINATION FOR HANG GLIDERS

8.1 The Class Determination Subcommittee (CDSC)

The CDSC is a subcommittee of the CIVL Hang Gliding Committee and shall report to the Chairman of that committee. It shall consist of 3 members appointed by the Hang Gliding Committee. When no appointed members are active in CIVL the Chairman shall appoint such experts when required.

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

8.2 Background

The definition of Class 2 and Class 5 hang gliders includes the requirement that it be capable of being foot launched and landed consistently in nil wind (Refer S7 1.5.1 Note 3). The reason for this requirement is to preserve the lightweight and simple nature of the class. Weight is the ultimate factor limiting performance, so this requirement helps create a level playing field while allowing reasonable design development. In order for a glider to be classified as Class 2 or Class 5 by the Committee it must be observed to be launched and landed repeatedly in nil wind. Hang gliders with aerodynamic controls that cannot pass this requirement are Class 4 gliders.

8.3 Manufacturer Procedures

Manufacturers with a new design, intended to be either a Class 2 or Class 5 glider that they wish to enter into a CIVL sanctioned competition must contact the Committee. The Committee will either accept a videotape demonstrating the required take-offs and landings or the manufacturer may choose to demonstrate the procedure for a Committee member or appointee. Evidence submitted solely by videotape will be ruled by Committee or the Chairman when the Committee is not convened. Evidence from an independent Committee member witness or an appointed witness will be reviewed in a timely fashion. When it is submitted, it is suggested that two weeks be allowed for proper review.

8.4 Videotape Requirements

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

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

8.4.1 Further Requirements

8.4.1.1 Launch Angle

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

8.4.1.2 Streamers

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

8.4.1.3 Foot Launch

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

8.4.1.4 Glider Weight

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

8.5 Witness Requirements

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

If an appointed witness is used, a written report must be made *and* videotape fulfilling the requirements of 6.4 must be submitted. Note: the advantage of this procedure is that it can take place anytime suitable arrangements can be made for an appointed witness to be present.

8.6 Committee Responsibilities

The Committee will meet at the CIVL plenary meeting and rule on any outstanding requests. The Committee will rule on witnessed submissions between plenary sessions in a timely fashion. At least one member must view submitted videotape or the flights in this case. The Committee will maintain a current list of accepted Class 2 gliders on the CIVL web site.

Special Note: Wheels are allowed on Class 2 gliders in competition. However, all launches other than tow launches must be performed on foot (see special rules for disabled pilots, S7 1.5.2).

8.7 Fairings

Fairings are not allowed on Class 5 gliders. For the purposes of this document a pilot fairing is a streamlined structure rigidly attached to the glider frame, partially or fully enclosing that pilot and as much as practical the surrounding structures. The shape of the fairing is designed to minimise the contribution to the total parasitic drag of the glider, the pilot and the pilot surrounding structures. Windscreens fairing the pilot's head that are not directly attached to a helmet are not allowed.

APPENDIX I: SAMPLE LOCAL REGULATIONS HANG GLIDING

LOCAL REGULATIONS FOR

(Specify Continent e.g. EUROPEAN or WORLD) (Specify Class or Classes) HANG GLIDING CHAMPIONSHIPS (Full title of the championships)



AT (Location and country)

ON (Dates)

ORGANISED BY

**ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE
INTERNATIONALE**

(E-Mail) Address of the organising National Aero Club:

(E-Mail) Address to which any correspondence should be sent in advance of the event:
.....

Website where information about the competition can be found:

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

A. PURPOSE

The purpose of the championships is to provide safe, fair and satisfying contest flying in order to determine the champion in each Class and to reinforce friendship amongst pilots and nations. **(S7 2.1)**

B. PROGRAMME

Registration & Training

| | |
|---------------------------------|-------|
| Opening Ceremony | ..... |
| First Competition Briefing | ..... |
| Mandatory Safety Briefing | ..... |
| Contest Flying Days | ..... |
| Closing Ceremony & Prize Giving | ..... |

C. OFFICIALS

| | |
|------------------------------|-------|
| Meet Director | ..... |
| Safety Director | ..... |
| Deputy Meet Director | ..... |
| Organisation Director | ..... |
| Competition Office Manager | ..... |
| Take-off marshal | ..... |
| Goal marshal | ..... |
| Scoring | ..... |
| Transport Manager | ..... |
| etc. | |
| International Jury President | ..... |
| Members | ..... |
| | |
| Stewards | ..... |
| | |

1. ENTRY

- 1.1 The Championships are open to all Member and Associated Member countries of the FAI who may enter any number of pilots not exceeding and two additional women in Class
- 1.2 The maximum team size is(If more than one class is run indicate the team size for each class) **(S7AB 2.2.1)**
Where there is no separate championship for women, the team size is X + 2. X will be those pilots who qualify for their national team in open selection and there may be up to 2 additional women in the team. **(S7AB 2.2.5)**
- 1.3 Entries must be made on the official Entry Form.
- 1.4 The entry deadline is
- 1.5 The entry fee is per pilot and per team leader and assistant.
For late entry fee payment (after the entry deadline)% surcharge may be applied.
Applications, with fees paid, not received by the entry deadline may be refused.
- 1.6 For the above mentioned fee the organiser will conduct the Championships and provide **(S7 5.1.2):**
.....
.....
etc.

The following NAC's will pay their entry fee directly to the CIVL/FAI account: **(S7 3.1.3)**

2 CHAMPIONSHIP VALIDITY.

- 2.1 To be valid a world championship must have not less than 8 participants in a Class representing not less than 4 countries with entry fees paid and available to fly on the first day.
To be valid a continental championship must have not less than 8 participants in a Class representing not

less than 3 countries with entry fees paid and available to fly on the first day. **(S7 2.5.1)**

- 2.2** The title of World or Continental Champion shall only be awarded if the sum of the daily winner's scores is equal to, or more than 1500 points, as determined by the GAP scoring formulas. **(S7 2.5.6.1)**

3 GENERAL COMPETITION RULES

3.1 REGISTRATION

On arrival the team leader and competitors shall report to the Registration office to have their documents checked and to receive supplementary regulations and information. The end of the official Registration period is considered to be the official start of the championship. **(S7 5.2.1)**

- 3.2** The following are required:

- Pilot qualifications
- Evidence of competitor's nationality
- Pilot's valid FAI Sporting Licence
- Receipt for payment of entry fees by the closing date
- Satisfactory evidence of glider airworthiness **(S7AB 6.2.)**
- Certificate of Insurance
- GPS of each competitor for registration

- 3.3** The registration office will be open from to on

- 3.4** At the first team leader briefing task advisory and safety committees will be chosen. **(S7 4.3.1 and S7 4.4.2)**

4 WIND SPEED (S7 8.1.12)

The maximum wind speed in which a task shall be flown is This shall be measured at (location).

5 EQUIPMENT

5.1 Communication equipment

Radio transceivers are permitted. Radios are for communication between competitors, team leaders, drivers and the organisers. Only frequencies allocated by the organisers may be used. All pilots and crews are requested to submit their team frequencies and mobile telephone numbers to the Meet Director. This information will be used by the Meet Director for safety purposes. **(S7 6.5.2)**

- 5.2** Policy about competition numbers **(S7 5.2.4)**

- 5.3** Etc.

6 TAKE-OFF METHODS

6.1 Foot launch from hill sites

Depending on the launch area free-take off or ordered launch will be used.

The take off "push" system will be used. **(S7AB 3.2.7)**

Only pilots ready to take off in the launch lanes are allowed to push.

6.2 Take-off sites:

..... (Name/Wind direction/coordinates)

.....

6.3 (Aero) Towing

- Name of the airfield
- Location
- Size and lay-out of the take-off area
- Number of tugs
- Tow rope length
- Weak link strength
- Aero tow release height
- Etc.

6.4 In the event of dangerous overcrowding in the air around launch the Meet Director may close the launch temporarily until congestion has eased.

7 WAYPOINTS

- 7.1 Cylinder starts will be used and these may be either entry or exit. The type of start and the dimensions may vary from task to task and will be specified at each task briefing
- 7.2 Turn Points will be cylinders of 400m radius unless otherwise specified at the task briefing
- 7.3 Goals will be physical (**S7AB 3.5**) and manned by marshals; they must be crossed at a maximum altitude of Finish timings will be recorded by goal marshals with GPS used as a backup (**S7AB 4.1**)

OR

Goals will be virtual and may be either a virtual line or a cylinder with type, size and co-ordinates specified at the task briefing.

OR

Goals will be a virtual line with the length and co-ordinates specified at each task briefing. There will also be a manned physical line at those co-ordinates and marshals will record the order of the first gliders crossing that line. The recorded order of finishing will take precedence over GPS tracklog order.

8 RETAKE-OFF

A competitor will be allowed take-off(s) to attempt the task within the stated take-off period. A failed take-off attempt or safety problem arising immediately after take-off which results in a landing will not count as one of the permitted number of take-offs. Pilots must report to the Start Marshal before the second take-off attempt. (**S7AB 3.2.10**)

9 TASK PERIOD

Times of window open for take-off and time for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing.

The minimum period of time that the launch window will remain open for the day to be considered valid is (**S7AB 3.7.2**):

(For example: 45 seconds per pilot divided by the number of launch points that can be used.)

10 SCORING AND FLIGHT VERIFICATION

10.1 Scoring will use the most recent version of the scoring program, using the most recent version of the CIVL GAP scoring formula. Nominal parameters will be discussed and decided at the first Team Leader briefing.

The GPS map datum is WGS 84 and the coordinate format to be used is (e.g. hddd⁰mm.mmm')

10.2 Pilots may use any model of GPS unit that is compatible with the flight verification software to be used at this event but must, as a minimum, fly with one 3D GPS. The following models of GPS instrument will be supported.....(**S7 4.5.1**)

Pilots with other models may be required to provide hardware, software and methodology for downloading.

11 PENALTIES (S7AB 5.7)

Give details of the penalties that may be awarded by the Meet Director, including those for pilots starting too early.

12 REST DAYS (S7 6.4)

The Meet Director may declare a rest day after not less than four days of consecutive flying, unless this is the last day of the competition. The policy on rest days will be declared before the first competition day

or

There will be no rest days

or

.....

13 COMPLAINTS AND PROTESTS

The organiser shall publish provisional task results in the evening of the day the task was flown. When this is not possible (late retrievals), they will be published at the next day.

Competitors are recommended to request correction of mistakes as soon as possible. A complaint in writing may be made to the Organiser, preferably by the team leader to request a correction.

The time limit for complaints is on the day following the day when the task in question was flown.

If the complainant is not satisfied with the outcome, the team leader or pilot may make a protest in writing to the Meet Director or his deputy (See General Section, Chapter 5).

The time limit for protests is hours after publication of the provisional results or the results of the complaint, except that after the last competition task it is hours.

The protest fee is It will be returned if the protest is upheld. (**S7 6.3.5**)

APPENDIX II: SAMPLE LOCAL REGULATIONS PARAGLIDING

A newer version of these sample Local Regulations may be available from CIVL, organisers are advised to check for updates.

LOCAL REGULATIONS FOR

(Specify Continent e.g. EUROPEAN, or WORLD) PARAGLIDING CHAMPIONSHIPS



AT

ON

ORGANISED BY

ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE
INTERNATIONALE

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

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

The title page of the Local Regulations must include:

LOCAL REGULATIONS FOR THE

.....
CHAMPIONSHIP

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

Full title of the Championships

Location and country

Dates, including practice period, registration and opening ceremony.

Logo of FAI and of Championships

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

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

1.1 Purpose

The purpose of the Championships is to provide safe, fair and satisfying contest flying in order to determine the champion in each Class and to reinforce friendship amongst pilots and nations. (S7 2.2).

1.2 Programme

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

1.3 Officials

Competition Organiser
Meet Director
Deputy Director
Key officials
Meteorologist
International Jury : President
 Members
Stewards

(Give nationality of Jury and Stewards).

1.4 Local Regulations

| 1 | ENTRY | S7 & S7AB References |
|-----|---|-------------------------|
| 1.1 | The Championships are open to all Member and Associated Member countries of the FAI who may enter any number of competitors not exceeding ----- plus an additional woman. Entries must be made on the official Entry Form, which must include the entry fee, what is included and the closing date. | S7 2 |
| 1.2 | Applications, with fees paid, not received by the entry deadline may be refused. | |
| 1.3 | The following NACs will pay their entry fee directly to CIVL/FAI account: | S7 3.1.3 |
| 2. | GENERAL COMPETITION RULES | |
| 2.1 | REGISTRATION. On arrival the Team Leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The end of the official Registration period is considered to be the official start of the Championship. The following are required: | S7 5.2.1 |
| 2.2 | Pilot qualifications & Pilot Experience Form Evidence of competitor's nationality Pilot's valid FAI Sporting Licence Receipt for payment of entry fees by the closing date. Satisfactory evidence of glider airworthiness & Certified Glider Statement Certificate of Insurance as detailed on Entry Form | |
| 2.3 | The Registration office will be open from to on The closure of Registration is considered as the official start of the Championship. | |
| 3 | REST DAYS. The policy on rest days shall be declared before the first competition day. | S7 6.4 |
| 4 | COMPLAINTS AND PROTESTS. A complaint may be made to the Meet Director or his deputy, preferably by the Team Leader, in writing, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously. If the complainant is not satisfied with the outcome the Team Leader may make a protest in writing to the Director or his deputy. (See General Section chapter 5). The time limit for protests is ----- hours after publication of the provisional task results or the results of the complaint, except that after the last contest task it is ----- hours. The protest fee is ----- . It will be returned if the protest is upheld. | S7 6.3.5 S7 16.6 |
| 5 | TAKE-OFF METHODS | |
| 5.1 | Foot Launch from hill site. Give information on : Site names, locations, height of take-off, layout and area of grid, etc. | |
| 6 | RADIO TRANSCEIVERS. (State if radio transceivers are prohibited or permitted. Radios are for communication between competitors, Team Leaders, drivers and the organisers. Only frequencies allocated by the organisers may be used. The above does not apply to ELTs incapable of voice transmission. The use of GPS systems during competition flights is/is not permitted. (Give the Safety radio frequency) | S7 6.5.2 |

| | | |
|------|---|---|
| 7 | <p>RETAK-OFF A competitor will be allowed ----- take-off (s) to attempt the task within the stated take-off period. A failed take-off attempt or safety problem arising immediately after take-off which results in a landing will not count as one of the permitted number of take-offs. However, the pilot's take-off time will be taken from the time of the first take-off attempt if a ground start is specified.</p> | <p>S7AB 3.2.10 S7AB 3.2.11</p> |
| 8 | <p>TASK PERIOD. Times of window open for take-off and times for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period of time that the launch window will remain open for the day to be considered valid is..... Launch Window Extension Time will be announced at the task briefing and may only be used when the launch has been closed for safety reasons.</p> | <p>S7AB 3.1.7</p> |
| 9. | <p>WIND SPEED The maximum wind speed in which a task shall be flown is This shall be measured at (location).</p> | |
| 10 | <p>SCORING.</p> | |
| 10.1 | <p>Scoring will use the most recent version of the scoring program, using the most recent version of the CIVL GAP scoring formula. Nominal parameters will be discussed and decided at the first Team Leader briefing</p> | <p>S7AB 5 & CIVL GAP</p> |
| 10.2 | <p>The map datum used will be WGS84 and the format for coordinates will be (e.g. hddd^omm.mmm')</p> | |
| 11 | <p>PENALTIES List of permitted penalties.</p> | <p>S7AB 5.7</p> |
| 12 | <p>THERMALLING All pilots must read and understand The Guide to Thermalling – published separately.</p> | |

APPENDIX III: EXAMPLE CHAMPIONSHIP ENTRY FORM

ENTRY FORM FOR

(Title of championships, Dates, Location, Country)

Name of National Aero Club

Address

tel/fax ____

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (General Section 3.7.) and will fly a hang glider of the correct class for the championship :

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

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

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

Name of Team Leader _____

Names/number of Assistants if known _____

Names/number of accompanying technical officials if known _____

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

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

The following is included in the entry fee:

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

Signed _____

Name _____ Position in NAC _____ Date _____

INSURANCE. It is the responsibility of each competing pilot to ensure that he has valid insurance cover as follows:

- Public liability risk: (give requirements)
- Personal accident/hospitalisation/repatriation..... (give requirements)

The following insurance may be arranged on arrival through the organisers:(details)

The organisers will require competitors to provide the following proofs of insurance before flying:(details)

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

GLIDER AIRWORTHINESS. The form of affidavit at Appendix V (HG) and VI (PG) is mandatory and must be signed by the pilot and witnessed. For uncertified hang gliders pilots must produce the additional documentation specified in 6.2.4 .

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

APPENDIX IV: SAMPLE WAIVER FORM

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

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

1. I am a participant in the Championships held at from to201_ "the Championships"). I acknowledge that participating in the Championships or any other activity related thereto (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Championships or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:.....)

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

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

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

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

Signed on this date : _____

Signature of Participant

Printed name of Participant

Address of Participant : _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

APPENDIX V: CERTIFIED GLIDER STATEMENT HANG GLIDERS

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class ___ glider _____ (make) _____ (model) I will fly in the _____ (Name of event) _____ Championship, from _____ to _____ (dates) is a model certified by one or more of the internationally recognized certifying bodies (namely the DHV, HGMA or the BHPA). Furthermore I declare that I have not altered the configuration of the glider since purchase, in a manner that would take it out of certification, and as far as I know and as far as I am aware it is in certified configuration and I undertake not to alter this configuration during the championship. I understand that I am the sole individual responsible for the integrity of my glider and to the best of my knowledge it is damage free and airworthy.

Signed on this date: _____

Signature of Participant

Printed name of Participant

Address of Participant: _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

If your glider is not a certified model or is not in certified configuration

DO NOT SIGN THIS STATEMENT

but instead comply with Section 7A 4.2.3.2

APPENDIX VI: CERTIFIED GLIDER STATEMENT PARAGLIDERS

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class 3 glider (paraglider)

(make and model)

that I will fly in the (Name of event)

from ... to ... (dates)

is certified by one of the CIVL recognised certifying bodies (Test Houses). Furthermore I declare that it is in certified configuration and I undertake not to alter this configuration. I understand that I am the sole individual responsible for the integrity of my glider.

Signed on this date: ...

Signature of Participant ...

Printed name of Participant ...

Address of Participant: ...

Signature of Witness...

Printed name of Witness ...

Address of Witness: ...

**If your glider is not a certified model or is not in certified configuration
DO NOT SIGN THIS STATEMENT**

APPENDIX VII: PILOT EXPERIENCE DECLARATION

All competing pilots (irrespective of their glider class) must complete the Pilot Experience Declaration form outlining their general flying experience and specific experience and skills with their current glider. The form should be completed online in the pilots' WPRS profile. Completed forms will be provided to the organiser prior to physical registration.

This information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof).

This data will not be made public, but may be used in case of incidents.

NACs should make sure that the pilots they register have reached the 'basic' level of skills listed below, for the glider they are flying.

Pilot Name:
CIVL ID:
Team (Nation):
Championship:

A. Pilot skills

The basic skills necessary to fly in a 1st Category competition are the ability to:

- Take off and land safely.
- Fly in a crowded environment, with respect for the rules and other pilots.
- Navigate a safe path through the air, avoiding areas of turbulence and rotor.
- Handle the wing correctly in the air to avoid spins and stalls.
- Feel the wing and use correct inputs to avoid collapses, even in extreme turbulence.

Once the minimum level of competence has been reached, the pilot must further improve his safety by acquiring the skills below:

- Controlled management and recovery from asymmetric and symmetric collapses: managing correct collapse proportions and recovering without cascading events.
- Developed collapses: ability to cope with auto rotational G forces and disorientation, and show good recovery.
- Dealing with riser twists: untwisting.
- Controlled entrance and recovery from full stall; symmetric full stall entrance whilst keeping the span (without the tips touching); controlled full descent without rotation and clean recovery by building the span completely before flight.
- Effective recovery from tip cravats.
- Appreciation of spin point; show the ability to reach the point of spin and react immediately.

Regular SIV trainings are recommended.

B. Pilot experience

1. Approximate total flight time in hours:
2. Approximate thermal flight time during the last 12 months:
3. How many competition tasks have you flown in last 5 years:
4. What has been your best WPRS ranking?

5. What is your current WPRS ranking?

6. How familiar are you with the following manoeuvres or incidents?

It is strongly recommended that manoeuvres are practised above water and in a safe or supervised conditions (boat, life vest, etc.).

N = Never tried

O = tried Once or more times

P = Proficient

Search for the spin point

Frontal collapse

Asymmetric collapse

Parachutal stall

Full Stall

Fast descent (> 6 m/s)

Other (please specify)

7. Have you visualised doing the above manoeuvres?

(it can be very useful at low cost and risk).

8. Flight time in hours with your paraglider:

9. Main reserve parachute

Make:

Model:

Max Certified Load:

Last Repack Date:

10. Second reserve parachute

Make:

Model:

Max Certified Load:

Last Repack Date:

Signed (at physical registration):

Date:

GLOSSARY OF TERMS AND ABBREVIATIONS

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

Alphabetical

| | |
|----------------|---|
| 2D GPS | GPS model which does not include altitude encoding in the track log |
| 3D GPS | GPS model which includes altitude encoding in the track log |
| Aircraft | See Chapter 2 for definitions, page 2 - 1 |
| Altitude | The vertical distance from mean sea level (MSL). See also `QNH`, and `Height`. |
| AMSL | Above Mean Sea Level |
| ASC | Air Sport Commission responsible for a specific Sporting Code section. |
| AUW | All Up Weight / Mass |
| C | (Temperature) - Celsius |
| Certification | The signature on and preparation of certificates and other documents concerned with the process of flight verification with a view to validation of an FAI Flight Performance |
| CIVL | Commission Internationale de Vol Libre, the International Hang Gliding Commission |
| C of A | Certificate of Airworthiness |
| CP | Control Point |
| FAI | Fédération Aéronautique Internationale, with its headquarters in Lausanne |
| g | Acceleration due to gravity (9.81 m/sec ²) |
| 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 |
| 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. |
| TAS | True Air Speed |
| TL | Team Leader |
| TP | Turn Point, also see WP, Waypoint |
| Track log | The record of a flight produced by a GPS |
| Track log point | The individual components of a track log |
| 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. |

 Hang Gliding Classes 1,2,5 and Sport

 Paragliding Cross Country

 Paragliding Accuracy