



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7C – Class O

Paragliding Accuracy

CLASS III

201X Edition
Effective 1st May 201X

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¹ FAI Statutes, Chapter 1, para. 1.6
² FAI Sporting Code, Gen. Section, Chapter 3, para 3.1.3.
³ FAI Statutes, Chapter 1, para 1.8.1
⁴ FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
⁵ FAI By-Laws, Chapter 1, para 1.2.1
⁶ FAI Statutes, Chapter 2, para 2.4.2.2.5
⁷ FAI By-Laws, Chapter 1, paras 1.2.2 to 1.2.5
⁸ FAI Statutes, Chapter 5, paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
⁹ FAI Sporting Code, Gen. Section, Chapter 3, para 3.1.7
¹⁰ FAI Sporting Code, Gen. Section, Chapter 1, paras 1.2. and 1.4
¹¹ FAI Statutes, Chapter 5, para 5.2.3.3.7
¹² FAI Statutes, Chapter 6, para 6.1.2.1.3

Editor's 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 INTRODUCTION AND FLIGHT DEFINITIONS

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

1.1 *Flight Definitions*

These definitions take precedence over the ones given in the General Section. Additional definitions relevant to paragliding can be found in the Section 7 Annex: CIVL GAP – Centralised Cross-Country Competition Scoring System for Hang-Gliding and Paragliding.

1.1.1 **Launch/Take-off**

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

1.1.2 **A Flight**

A flight by a paraglider starting at take-off (1.1.1) and ending with the landing (1.1.8.1).

1.1.3 **Free Flight**

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

1.1.4 **Turnpoint**

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

1.1.5 **Rounding the Turnpoint**

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

1.1.6 **Turnpoint Sectors**

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

1.1.7 **Designated sequence**

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

1.1.8 **Finish of flight**

1.1.8.1 **The Landing**

The point at which any part of the paraglider pilot, his equipment (excluding speedbar, stirrup or tow yoke), or his wing first touches the ground.

1.1.8.2 **Target landing:**

A landing in which the distance of the pilot's first point of foot contact is measured in centimetres from the centre of the target.

2 ENTRY TO 1st CATEGORY EVENTS

2.1 General

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 gender that may be entered by a NAC (if required).

The number of pilots constituting a national team.

2.2 National Entry

2.2.1 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.

Commentaire [L1]: Suggest adding this sentence to remain consistent with S7A.

2.2.2 NAC Confirmation

A responsible person from each NAC shall confirm to the Competition Organiser in writing, the selection of its competitors and Team Leader (paper letter, fax, email and online registration are acceptable).

2.2.3 Host Nation Team

When a reallocation system is used to increase the size of some national teams, the host nation shall have the opportunity of entering the same number of pilots as the top nation. These additional pilots must fulfil the stipulated qualification criteria specified in these rules and the Local Regulations.

2.2.4 Change of pilot

After the start of the first round no change of pilot may be made.

2.2.5 The Team Leader

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

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 Continental Championships

2.3.2.1 Individual entries

The maximum number of competitors which may be entered by a NAC, may be larger than the maximum specified team size, in order to allow additional pilots to enter on an individual basis. These pilots are eligible to compete for the title of Continental champion. Such pilots must meet the general qualification criteria of the competition. The selection/allocation process will be specified in the Local Regulations.

2.3.2.2 Guest Pilots

In Continental Paragliding Accuracy Championships, if, by the NAC entry deadline stated in the Local Regulations, and one month before the start of the competition, any places are still available, CIVL will accept entries from suitable pilots from other continents. Such pilots must meet the general qualification criteria of the competition and will be selected in their WPRS order.

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 paragliding, the pilot must hold a valid licence; this should be equivalent to IPPI 4 standard.
- 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.

2.4.2 Organising Team

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

3 Competition Flights

3.1 Start of a Round

The organisers may use a start system 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.

3.1.1 Launch Intervals

Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The recommended launch interval should be 1.5 minutes between pilots, adjusted by the Launch Marshal. A pilot can choose a 90 second interval.

3.1.2 Start List/Flying Order

Pilots take-off in a scheduled order. Each nation's team members will be allocated a number 1, 2, 3 etc. in accordance with the competition entry form. At the start of the contest, teams will be drawn at random to determine flying order. Each pilot will then be allocated a pilot number indicating his position in the flying order such that: all the number 1s from each team fly first, followed by number 2s, 3s etc.

3.1.3 Maximising Flights

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

3.1.4 Final Round

When the Meet Director calls the Final Round (which may be Round 12 or an earlier round if the Meet Director declares in advance that this will be the Final Round of the competition), pilots should launch in reverse order of their current competition position. Launch order systems will be specified in the Local Regulations.

3.1.5 Round Validity

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

3.1.6 Other Start System Proposal

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

3.2 Flying the Round

Pilots should follow any flight course recommendations provided at the briefing and not delay their approach unnecessarily. However, competitors need to maintain good pilot separation (see 3.2.4) while not jeopardising their chances of reaching the landing area with sufficient height to make a considered target approach.

3.2.1 Suspension or Stopping of a Round

The Meet Director may suspend the launch if conditions become unsuitable or unsafe. When the launch is re-opened, normally the round will continue from where it had been stopped. After a significant period of stand-down (as specified in the Local Regulations), a pre-flier will launch first.

3.2.2 Failed Take-off

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

3.2.3 Inability to Launch

At the Launch Marshal's or Meet Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he appears unable to launch safely in wind and weather conditions that fall within the operating limits.

3.2.4 Take-off

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

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

3.2.5 Pilot Separation

Pilots flying have to separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed and may lead to maximum score penalty; it may be regarded as dangerous flying conduct (S7 9.1.2).

3.2.6 Signalling Reference

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

3.2.7 Definition of Final Approach

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

3.2.8 Target Obstruction

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

3.2.9 Wind Speed Limitations

The maximum permitted wind speed, as measured at the target during the final 30 seconds of a competitor's flight, will be specified in the Local Regulations and will be specific to the target location. The nominal maximum wind speed is 7.0 metres per second. If the limit is exceeded, the pilot will automatically be offered a re-launch. If the wind speed exceeds the stated limit at the target, consistently during consecutive competition flights, the Meet Director should consider halting the competition until the wind has eased sufficiently. The upper winds, which are not measurable, are not taken into consideration, except for matters of flight safety.

3.2.10 Out Landings

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

3.2.11 Flight Boundaries

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

3.3 Re-launches

A competitor may only request a re-launch following the disputed flight by applying to the Event Judge at the target before signing for his score. The competitor must register his request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges). The Event Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge decides so) video evidence. At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled. Re-launches shall take place at the end of the full round in which they were awarded, at the discretion of the Meet Director, during that round or the subsequent round. If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot.

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

3.3.1 Wind Speed

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

3.3.2 Target Obscured

The target is obscured during a competitor's final approach and the pilot does not attempt to land on the target. The competitor may indicate (point or call out) the obstruction as he lands.

3.3.3 Judges Disagree

The judges are unable to agree an accurate score for any reason.

3.3.4 Safety Reasons

The competitor changes his flight plans for safety, and does not then attempt to land on the target.

3.3.5 Distraction

If there is any significant external distraction which demonstrably affects the competitor's target approach.

3.3.6 Judges' Discretion

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

3.3.7 Video Evidence

At 1st Category events, the Competition Organiser shall arrange a video recording of landings in the measuring field with fixed or tracking camera. The video recording can be used as an additional source of evidence only if:

- The Jury decides to review it when dealing with a protest, or
- The Chief Judge decides to review it on receipt of a Complaint or a request from the Event Judge.

3.3.7.1 Amateur Video Evidence

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

3.3.7.2 Jury Decision

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

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4 SCORING SYSTEMS

4.1 Scoring

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

A scoring system shall be tested at a major competition before it is used in a 1st Category event.

The scoring system must be consistent with Local Regulations, which must specify in detail both individual and team scoring methods.

A score given to a competitor shall be expressed in centimetres to the nearest whole number.

4.2 Recording of Scores

4.2.1 DNF, DSQ

A pilot who did not fly is indicated DNF on the score sheet and accorded the maximum score. A pilot who is disqualified for that round will be indicated DSQ on the score sheet and accorded the maximum score.

A pilot who withdraws for illness or accident shall be accorded a maximum score for all subsequent rounds not flown. A pilot who is disqualified shall no longer be counted as a competitor for the purposes of scoring. A pilot who claims and receives a re-launch is indicated on the score sheet with the reason stated (see 3.3) plus the score gained on the re-launch.

4.2.2 Score sheets

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

4.3 Scoring Method

4.3.1 Pilot Scores

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

If the competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius.

Landing has to be made on the feet. If a competitor falls at landing, he will receive a maximum score. A fall means if any part of the body or equipment (excluding the speed system, stirrup or tow yoke) touches the ground before the wing does or before the competitor has left the measuring field.

If a competitor lands with both feet together, or lands in such a manner that the foot's first point of contact cannot be defined (heel, tip...), then the furthest point of the footprint is measured.

4.3.2 Automatic Measuring Device

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

4.3.3 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by that competitor. When five (5) or more valid rounds are completed, the worst one (1) individual score is dropped. Every officially registered competitor should fly at least once during the competition to remain a valid, scoring competitor.

4.3.4 Team Scores

The Nation's team score for each round shall be the aggregate score of the best Y pilots in the Nation's team, where Y is specified in the Local Regulations. Y is nominally $(X+2)/2$ rounded up to the nearest whole number. Maximum team size is X+2, as specified in the Local Regulations.

4.3.5 Small Teams

If any Nation has less than the number of competitors specified in the local regulations for team size, then a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor (e.g. for a team size of 5, if there are only three competitors then the Nation's score for that round will be the aggregate of the three scores achieved by the competitors plus two maximum scores).

4.3.6 Tied Scores

4.3.6.1 Teams

In the event of any tie between first three teams at the end of regular competition, all members of each of those teams will have an additional flight, if circumstances permit, and the Nation's team score will be calculated (5.1.4). If any teams are still tied, this will be repeated as required until the tie is broken. In the case of insufficient time, as determined by the Chief Judge, the fly off will be between one nominated member from each team.

4.3.6.2 Individuals

In the event of any tie between the first three individuals both (or all) will have an additional tie-breaker flight.

4.3.7 Validation of Scores

As soon as is practical after the end of a round the recorder will post the scores from the round (with the posting date and time clearly identified) on the main briefing board labelled PROVISIONAL. Any protest with the scores must be lodged within the time specified in the Local Regulations from the time the scores are posted. At the end of this time the scores for the round will be declared as OFFICIAL. If provisional scores are posted more than 2 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 8.00 am.

4.4 Assisting injured pilots

A competitor who lands or limits his flight specifically to help an injured pilot must not be disadvantaged by this action. However, awarding a re-flight is at the discretion of the Director who is required to take all the circumstances into consideration before awarding this. For guidelines to procedures concerning pilots in danger, see S7 Chapter 11, Guidelines for Assistance to a Pilot in Danger.

4.5 List of Penalties

4.5.1 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 this document or in the Local Regulations for the event, the penalties imposed by the Meet Director shall be at his discretion and may be one of the following:

- Warning
- Operational disadvantage
- Imposition of maximum for the round
- Disqualification
- 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 competitor.

4.6 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.

5 THE TARGET

5.1 Location - Guideline for Hill Launch Setting

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

(Guideline for target setting: - hill launch: a ratio between projected distance and height difference (take off area - target) shall be at a maximum glide ratio of 5:1

5.2 Location - Guideline for Tow/Winch Launch Setting

The target should be located such that it can be easily reached if pilots release from the tow in all wind speeds up to the maximum specified for the competition. If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.

5.3 Measuring Device

The centre of the target must be an automatic measuring device with a dead centre disc of 2cm in diameter in a contrasting colour. The automatic measuring device must be capable of measuring to a minimum distance of 15cm in increments of not more than 1cm. The device must be set on a solid base plate. It must be fixed and kept as flat as possible at the level of the measuring field. The same diameter of dead centre must be used throughout the whole competition.

A 2cm or 3cm DC can be used in any 2nd Category competitions until 31.12.2015.

Device and DC diameter will be specified in Local Regulations.

5.4 The Measuring Field

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

5.4.1 Size

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

5.4.2 Construction

The Measuring Field should be of such material (grass, sand, carpet etc) that allows judges to define a pilot's first ground touch (Landing point; GS, A12.5). The Measuring Field must be at the same height as the landing field where it is situated i.e. not elevated or sunken.

5.4.3 Limitations on Access

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

5.5 Wind Direction Indication

A high visibility windsock and wind direction indicator will be located in the vicinity of the target area and located a minimum of 5m above ground level. The windsock shall be a minimum of 2.5m in length and designed to fly horizontally in winds of 7m/s. It shall be free to fly, and not obstructed by guy lines. It shall be bi-coloured in bright colours such as signal orange, luminous orange, pink or green, in contrast to the landing area, and such that a dark colour is at the tapered end and a light colour is closest to the pole. An additional light wind direction indicator shall also be located in the target area, of a construction that indicates wind direction in winds of less than 1m/s. It shall be of similar colour(s) to the windsock.

5.6 Wind Speed Recorder

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

6 JUDGING CODE

This is a Judging Code for judges at FAI 1st and 2nd Category Paragliding Landing Accuracy competitions. The main task of judges and judging teams is to provide fair judging decisions of pilots' performance by measuring and recording. Judges have to take their decisions alone, based on their observation of pilot performance. All nominated judges will be given a copy of this Judging Code, to which they must adhere.

6.1 Judging Team

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

6.1.1 Composition

The Judging Team consists of at least the following number of judges. At FAI 2nd category competitions, a minimum recommended judging team shall be set.

Judge	FAI 1 (and pre-FAI 1 comp.)	FAI 2 (minimum)
Chief Judge	1	1
Event Judge	1	(1) Up to 50 pilots, Event Judge and Chief Judge roles can be combined
Target Judges	3	3
Total	5	5 (4)
Reserve	Minimum 2 x fichet	Minimum 1 x fichet
Nation mix of acting fichet judges + Event judge	3 nations minimum	2 nations minimum when international attendance is over 25%
Nation mix for Chief Judge and Event Judge	From two different nations	No obligation

6.1.2 Nomination

Members of the Judging Team are nominated by:

Judge	FAI Cat 1 Nomination	FAI Cat 2 Nomination
Chief Judge	Appointed by FAI in consultation with the Organiser	Organiser
Event Judge	Appointed by FAI in consultation with the Organiser & Chief Judge	Organiser in consultation with Chief Judge
Target Judges	Appointed by Organiser in consultation with Chief Judge	Organiser in consultation with Chief Judge

For FAI Category 1 competitions the Organiser should announce the judging team composition with the Chief Judge at least 2 months before start of the competition.

6.1.3 Judging Team Selection

The judging team members must be selected, as far as possible, from those with appropriate levels of experience who are registered on the CIVL International Judging Database.

6.1.4 Experience Levels

For FAI Category 1 competitions judges need to have the following experience:

Judge	Required Experience
-------	---------------------

Judge	Required Experience
Target Judge	Attended judging training in the last 12 months Or Attended judging training and performed as target judge twice (at least at FAI Cat 2 level) in the last 2 years
Event Judge	Attended judging training And Acted as target judge at least 4 times And Acted as Event or Chief Judge in at least one Cat. 2 competition in the last 3 years
Chief Judge	Attended judging training And Acted at least twice as Event Judge in the last 4 years (at least once at a Cat. 1 competition) And Acted at least once as Chief Judge in a Cat. 2 competition in the last 4 years.

For FAI Category 2 competitions judges need to have the following experience:

Judge	Required Experience
Target Judge	Attended judging training in the last 2 years Or Acted as target judge once in the last 3 years
Event Judge	Attended judging training And Acted twice as target judge in the last 3 years Or Acted as Event or Chief Judge in the last 3 years
Chief Judge	Attended judging training And Acted as Event or Chief Judge in the last 3 years

6.1.5 Language Skills

For FAI Category 1 competitions: the official judging language is English. Target judges must be able to communicate their observations and decisions in English or a translator must be present. The Event Judge and Chief Judge must be able to deliver briefings, instructions and reports in English.

For FAI Category 2 competitions the official language can be the language of the organizing nation but then a translator must be present to deliver briefings and judging decisions in English.

6.1.6 Revoking an Appointment

Judges may have their appointment revoked by the Chief Judge if they fail to maintain the standards of this code or are guilty of misdemeanours during the competition,

6.2 Responsibilities

6.2.1 Target Judges

The Target Judge team will consist of at least three members, their positions are set by the Chief Judge.

- The Target Judges will observe all contacts noting the first point of ground contact of the Competitor.
- If an automatic measuring device is found to be defective and the first point of ground contact has been on it, Judges are to measure the score manually.

- A minimum of one Target Judge must observe the competitor's body position and decide whether the competitor's first point of ground contact is with left, right or both feet.
- At least one of Target Judges will also signal (by one arm above the head) if a competitor fell.
- If the first point of ground contact is off the automatic measuring device, but within measuring field, the Target Judges will mark and measure the perceived point of ground contact of the pilot.
- In the event that the Judges consider that there was more than one simultaneous point of first contact, the farthest point of first contact will be measured.
- Once measured, one member only of the team, who has been nominated as caller, will call the score to the recorder. The score will be repeated back by the recorder.
- If more than three Target Judges are used they would use signals as follows:
- Fall signal: One arm above the head
- Left or right leg signal: Left or Right arm, as appropriate, fully extended at right angles to the body at shoulder height.
- Both feet signal: Both arms extended in front of the body, waist height

6.2.2 Event Judge

The Event Judge (EJ) is the team leader of the judging team and is responsible for:

- Checking the landing area setting.
- The smooth running of the target area.
- To produce a list of change of duties for short periods to one of the Judges.
- May also take over any of the duties within the target area.
- For observing competitors' separation in the air and during final approach.
- For observing pilots route from take-off to target.

If the Event Judge considers that conditions are becoming dangerous, the Event Judge has the authority to temporarily stop the competition after he has conferred with the Chief Judge and the Competition Director.

The Event Judge must hold a preparatory meeting for the Judging team and supporting roles before the training round of the competition.

6.2.3 Chief Judge

The Chief Judge is responsible for:

- Ensuring that correct judging standards are maintained by all members of the judging team.
- Checking the score sheet and signing to confirm the validity of round scores.
- Assembling and briefing all judges prior to the start of the Competition.
- Ensuring that all required equipment is available and in working order.
- Attending all briefings of competitors and if necessary giving his own briefing to competitors.
- Ensuring that at any time the required nations mix is represented in the judging team at the target.
- Keeping a record of the judges and their duties during the competition and providing this information to CIVL.
- Conferring with the Competition Director as soon as a request has been made to temporarily stop the competition.
- Deciding to start a video evidence review according to **Erreur ! Source du renvoi introuvable.**

The Chief Judge may provide judging training during the training rounds of the competition.

6.2.4 Dangerous Situations Signals

Any person should, on the command from Chief or Event Judge, wave with a red flag within the measuring field if the conditions in the target become dangerous. If the red flag is not readily available the person can wave above the pad with arms or with the judging vest. It signals that the target is closed and the pilot has to land outside the target.

6.3 Judging Equipment

6.3.1 Clothing

Target judges shall wear clothes (vests, t-shirts, etc.) of very visible colours (red, yellow...)

6.3.2 Metering

Target judges shall be equipped with pointers which can be used for marking a pilot's first point of landing, but which does not disturb other pilot's landings. The tape measure shall be the same length as the measuring field radius.

6.3.3 Communication

The organiser must provide communication equipment to facilitate communication between the Competition Director, Chief Judge, Event Judge and Launch Marshal.

6.3.4 Shelter

The organiser must provide a shelter and refreshment for judges and supporting duties officers.

6.4 Supporting Services

Organisers must provide the following supporting services / duties:

6.4.1 The Recorder

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

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

6.4.2 The Wind Speed Monitor

The Wind Speed Monitor is a person observing the wind speed, by using the wind speed measuring device, in the period of 30 seconds before a landing by a competitor. If the wind exceeds the maximum value, he/she will record that on the official log sheet provided and notify an event judge. If the wind speed limit is exceeded in the period of 30 seconds before a landing of the competitor he must inform the Event Judge who may offer a re-launch.

Wind speed signalling and recording can be done with automatic devices.

At FAI Category 2 competitions wind speed monitor service can be simplified by using mechanical instruments, and in case of high winds organiser must provide a person for observing and continuously reporting wind speed to the Event Judge.

6.4.3 Launch Marshal

The Launch Marshal is responsible for the smooth running of take-off operations. His duties are:

- To open and close take off
- To call pilots to prepare
- To allow every pilots take off according to the flying order
- To allow take off out of flying order in special cases e.g. a re-launch
- To record all pilot take-offs on each round according to the flying order list
- To communicate with the CJ and MD regarding flying conditions and competition running
- To communicate with pilots on take-off regarding safety and competition logistics.

Launch Marshals must have knowledge and experience of local weather and flying conditions.

6.5 Judging Training

Judging training is initiated and organised by a competition organiser or by an NAC. Trainers are senior judges appointed by CIVL. Depending on the availability of funds, CIVL may cover travel expenses for trainer.

6.5.1 Programme

Judging training consists of the following programme:

- Introduction to FAI, CIVL, FAI 1 and FAI 2 competitions
- Overview of S7C and relevant chapters of GS.
- Importance of judging role for quality competition
- Setting target area
- Judging code
- Judging situations and decisions
- Practical exercises

It is advisable that the practical part is performed in a competition environment.

6.5.2 Judging Database

The Judging Database is set up and maintained within the CIVL information system. All judges attending seminars and appointed to act as judges at sanctioned competitions are recorded in the judging database. Organisers and Chief Judges are responsible for collecting and submitting data on acting judges to CIVL.

Judging Logbooks and data check

All judges have to maintain judging logbooks and check their entry on the CIVL Judging Database is up to date. Chief or Event Judges must sign off Judging Log books at the end of competitions.

7 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

7.1 Paragliders

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

7.1.1 Competing gliders

7.1.1.1 Class

Each shall be a Class 3 hang glider (i.e. a paraglider).

7.1.1.2 Airworthiness

Each glider shall be of sufficient performance and standard of airworthiness to meet the demands of international championships. This could be demonstrated by a valid certificate or statement of airworthiness provided by the NAC entering the glider which must be based on a paraglider certification or a prototype certification from a CIVL-recognised test organisation. A prototype certificate requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See 7.2 "Paraglider Line Strength Certificate". The organisers have the right to refuse any glider not of acceptable standard or configuration. In Paragliding Accuracy CIVL may approve an alternative form of document for a specific championship.

Commentaire [LJ2]: PG Accuracy committee needs to decide whether it still wishes to accept prototype (uncertified) gliders, and if so, what proof of airworthiness it needs – ie just a load test certificate? Much of this is now way out of date.

7.1.1.3 Configuration

A Glider showing a certificate produced by a CIVL recognised testing body cannot be changed in any way in its configuration. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested is considered as a prototype and must comply with the requirements in 7.1.1.4.

7.1.1.4 Prototype Glider identification and documentation

Each glider must have a serial number for identification and the pilot must produce the following documents:
The manufacturer's agreement for a nominated pilot to fly the prototype.

A prototype certification from a CIVL recognised test body, which requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See 7.2 "Paraglider Line Strength Certificate"

A manufacturer's certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.

7.1.2 Configuration of glider

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 Competing Glider).

7.1.3 Check Procedures

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

Note that one certificate may apply to various canopies as long as the glider's line configuration complies with the specifications in the certificate. There is no need to apply the procedure on certified production Paragliders.

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

If the glider passes.

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

7.2 Paraglider Line Strength Certificate

I. Type specification

Manufacturer

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

II. Confirmation of the testing body

We confirm that a glider as specified above has been load-tested according to:

EN 926-1

H Deutsch-Osterreichische Bauvorschriften fur Gleitsegel

It complies with the standard mentioned above for a maximum take-off mass of _____ kgs.

Place:

Date:

Signature:

III. Confirmation of the manufacturer

We confirm that the glider Type designation, _____ Serial No, _____

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

Place:

Date:

Signature:

7.3 Other Equipment

7.3.1 Harnesses

All pilots in 1st Category events must fly with a harness certified to EN1651, LTF09, or LTF03. The harness type and certification should be pre-registered with the Competition Organiser. The harness must be equipped with a back protector certified to LTF09 or LTF03, or harnesses must be fitted with a minimum level of 12cm thickness of suitable back protection where the suitability of back protection is to be assessed by the Meet Director. A minimum level must extend across the whole area from 15cm above and below (measured on the inside of the curve) a horizontal line passing through the centre of the curve of the harness.

7.3.2 Helmets

All pilots competing in 1st Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying.

7.3.3 Reserve Parachute

Pilots must carry a serviceable rescue parachute except when otherwise specified in the Local Regulations.

7.3.4 Footwear

Must be suitable for a safe landing in all valid wind conditions. Heel and tip of competitors' footwear must not be modified such that it might damage an automatic measuring device.

APPENDIX I: SAMPLE LOCAL REGULATIONS

Commentaire [LJ3]: This needs cutting down to only those items NOT already in the rules.

LOCAL REGULATIONS FOR
(Continental e.g. EUROPEAN or WORLD) PARAGLIDING ACCURACY 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 Competition Organiser 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 Competition Organiser 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, including 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.

Event website address

1. Purpose

The purpose of the Championships is to provide good and satisfying contest flying in order to determine the Champion in each Class and to reinforce friendship amongst pilots and nations. (S7 2.1)

2. Programme

Training, paraglider & equipment inspection, registration to

Opening Ceremony

First Competition Briefing

Contest Flying Days

Closing Ceremony, Prize giving (Reserve day or not)

3. Officials

Event Director

Competition Director

Key officials

Chief Judge

Event Judge

Launch Marshal

Meteorologist

International Jury : President

Members

.....

Steward(s)

.....

(Give nationality of Jury and Stewards).

1	ENTRY	S7 & 7C References
1.1	The Championships are open to all Member and Associated Member countries of FAI who may enter any number of paraglider pilots not exceeding of one sex and of the other sex. All entries must be made on the official Entry Form, signed by NAC representative.	S7C 3.1
1.2	Applications and fees not received by the entry deadline may be refused.	

FAI Sporting Code, Section 7C - 1st May 201X

1.3	The following NACs will pay their entry fee directly to CIVL/FAI account: <i>(top three in WPRS at the time the LRs are approved by the Plenary/Bureau).</i>	S7 3.1.3
2	GENERAL COMPETITION RULES	
2.1	Registration The Registration office (.....) will be open from to on 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.	S7 5.2.1
2.2	Pilot documentation required Pilot Registration Form Evidence of competitor's nationality Pilot's valid FAI Sporting licence Evidence of pilot qualification (ie NAC Licence or IPPI card) Documentation of towing experience <i>(if appropriate)</i> Entry form signed by NAC Receipt for payment of entry fees by the closing date Satisfactory evidence of glider airworthiness according to Section 7C Proof of Insurance <i>(as specified on Entry Form)</i> Signed Release of liability document <i>(if valid in country holding event)</i>	
2.3	Number of rounds There will be a maximum of(max 12) full rounds completed within the time available. A minimum of three rounds must be completed to validate the competition.	S7 S7C 2.5.6.2
2.4	Launch order All teams will be entered in a draw to determine launch order. Each pilot in the team will be allocated a number from 1 to(maximum) from which the flying order will be established, such that all number 1s will fly in the drawn team order, followed by all number 2s etc. When the final round of the competition is called, pilots should launch in reverse order of their current competition position.	3.1.2
2.5	The organizers shall provide numbers for each pilot and glider which should be displayed prominently as instructed at registration <i>(or specified here)</i> .	S7 5.2.4
3	REST DAYS Policy for Rest Days will be notified before the start of the competition <i>(if not specified here)</i> .	S7 6.4
4	PILOT BRIEFINGS There will be a daily briefing for pilots & Team Leaders each morning at, unless otherwise specified by prior announcement, and notified on the Competition notice board. The Chief and/or Event Judge, Safety Director, Jury representative and Steward should also attend. Briefings may be postponed or reconvened in the event of bad weather, and times will be announced and posted on the notice board. All pilots, team leaders and other personnel should attend briefings promptly. Team Leader briefings will be announced at the daily briefing and posted on the notice board.	S7 6.1
5	SITES	
5.1	Hill launch: List site names, location, altitude, size of launch/preparation area, distance to/height above landing field, optional/emergency landing sites, wind directions etc. Alternative sites. Winch launch: List site/airfield name, location, size, layout, number/type of tow or winch systems and ancillary equipment (quick release system, tensio meter, weak links etc). Minimum/typical tow height, target location options, wind directions. Event web reference for maps etc if appropriate.	
5.2	Specify any special or different equipment or set-up for wind speed indicators and wind speed recording.	S7C 6.5.1 S7C 6.5.2

6	<p>TAKE-OFF METHODS</p> <p>Winch towing: Pilots must have documentary proof of paraglider tow launch experience: Either</p> <ol style="list-style-type: none"> 1) NAC licence specifying tow rating or tow qualification; or 2) Flight logbook or certificate signed by Safety Director or Launch Marshall at a tow launch competition flown in the past 3 years or 3) Certificate signed by Senior Instructor following completion of a tow training course. <p>Pilots must have their own tow release or rent it from the organiser. Pilots tow release equipment will be checked during the inspection period. Pilots should be prepared to demonstrate they have sufficient tow launch experience and skills.</p> <p>Hill launch: Competitors must have good nil-wind as well as strong wind take-off skills.</p>	
7	<p>TAKE-OFF & LANDING</p>	
7.1	<p>At the Launch Marshal's or Meet Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he/she appears unable to launch safely in wind and weather conditions that fall within operating limits. A failed take-off attempt or safety problem arising immediately after take-off (and which is not a result of pilot's poor pre-flight check) which results in a landing at take-off, or away from the target, will be eligible for a re-launch for that round.</p>	<p>S7C 3.2.3</p> <p>S7C 3.3</p>
7.2	<p>Competitors must fly in the published flying order, unless they have prior permission from the Launch Marshal. Competitors not ready to fly in the established flying order when called forward to launch by the Launch Marshal, or who take off without the Launch Marshal's permission, will be liable to a maximum score. A pilot who is not present at launch will be marked ABS in the results of that round and a maximum score will be recorded. A pilot who did not fly will be indicated as DNF in the results for that round and a maximum score will be recorded.</p>	<p>S7C 3.2.3</p> <p>S7C 4.2.1</p>
7.3	<p>The recommended launch interval should be 1,5 min, but may be adjusted by the Launch Marshal. A pilot can choose a 90 second interval.</p>	<p>S7C 3.1.1</p>
7.4	<p>Final Approach</p> <p>Tow launch: Competitors should be afforded a fair attempt at a target landing. However, Pilots must ensure they release at a point where they have sufficient opportunity to reach the target area directly from tow release, to make a considered final approach to the target. Hill launch: Competitors should be afforded a fair attempt at a target landing. They should have sufficient time during the flight to reach the target area directly from launch, to make a considered final approach to the target.</p>	<p>S7C 3.2.6</p>
7.5	<p>Landing</p> <p>Competitors will be scored according to the distance in centimetres between the first point of ground contact and the edge of the dead centre disc to a maximum score ofcm (<i>specify measuring field radius</i>). The Measuring Field will have clearly marked circles set at 0.5 m, 2.5 m, 5 m and 10 m. The landing area will be of non-slippery material. Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitor falls. Falling is defined as: described in the Section 7C rules in force at the time of the competition. If a competitor lands with both feet together and the first point of contact cannot be determined, then the furthest point of the footprint is measured.</p>	<p>S7C 4.3.1</p>
7.6	<p>Maximum Wind Speed</p> <p>The maximum permitted wind speed for the purposes of competition scoring is(7.0 m/s default)</p>	<p>S7C 3.2.8</p>

7.7	Signals The official signal for pilots in the air to fly away from the target for safety reasons will be the waving of a red signal flag by someone in the measuring field.	S7C 3.2.5
8	Pre-flyers The official Championship's Pre-flyers will be notified to all pilots at the first competition briefing. They will be experienced pilots familiar with the local sites, who understand the importance of their role in the Championships. They will not be competitors. Pre-flyers will fly after significant periods of stand down of Hour(s) or more. Feedback from pre-flyers will be communicated to all pilots at launch and target directly after all such flights.	S7 7
9	Scoring	
9.1	Individual scores shall be an aggregate of all scores achieved by that competitor. When five or more valid rounds are completed, the worst score is dropped. The winner shall be the pilot gaining the lowest aggregate score across all the rounds flown in the Championships. Providing there are at least 8 women pilots from 4 countries (in World Championships) or 8 women from 3 countries (in Continental championships) competing, individual Gold, Silver & Bronze FAI medals will be awarded in the female class.	S7C 4.3.3 S7 2.5.1
9.2	Each nation's team score for each round will be calculated as the aggregate score of the best Y scores (<i>Y is nominally (X+2)/2 rounded up to nearest whole number</i>) of the team (maximum team size X+2). There is no dropping of the worst score in team scoring. If any nation has less than Y competitors, then a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor.	S7C 4.3.4 S7C 4.3.5
9.3	As soon as is practical at the end of the round, the recorder will post the scores on the main notice board. These will be marked Provisional, with the posting time and date clearly visible. Any complaint against the Provisional scores must be lodged within hours of the scores being posted.	S7C 4.3.7
9.4	Penalties Specify the penalties that may be imposed by the Meet Director.	S7C 4.5
10	Judging	
10.1	Judging Team The Chief Judge and Event Judge will be qualified persons in accordance with the Judging Code and appointed by CIVL in consultation with the Championships organiser at least three months before the championship. They will have experience of Judging at international Paragliding Accuracy competitions and at least one will be a current paragliding accuracy pilot.	S7C 6.2
10.2	In addition there should be seven further suitably qualified members of the Judging team, plus a minimum of two reserves to allow for rotation of duties and relief. Judging team members can be from any nation, but there must be at least two nations represented in the Judging team at the target at any time.	S7C 6.2
10.3	Tow: A member of the Judging team should be charged with observing each pilot's flight, and in particular, the point at which he releases from the tow line.	
11	SAFETY	

11.1	<p>Safety Committee A Safety Director <i>is/will be</i> appointed. At the first briefing, a Safety Committee will be formed. It is recommended the Safety Committee includes: Meet Director (or Deputy), Launch Marshal (or Deputy), senior member of Judging Team, minimum of two experienced participating pilots (one of them a foreign pilot).</p> <p>The Safety Director's responsibility will be to monitor all aspects of safety. These include but are not limited to:</p> <ul style="list-style-type: none"> • addressing all pilots at a specific safety briefing, • attending all pilot briefings, • checking meteorological conditions especially wind speed at launch and target • checking pilot separation • preventing pilots launching with unsafe equipment • collecting accident reports • discussing incidents with Steward and presenting conclusions at pilot briefings <p>The Safety Director in conjunction with the Meet Director may stop the competition for reasons of safety. Any decision taken by him will be reported to the Jury President.</p>	S7 4.4.2
11.2	<p>Emergency procedures One English speaking emergency doctor and an ambulance with appropriate equipment will be available during all operations. <i>Specify response time for evacuation by ambulance to hospital (state location(s) and any specialist centres). Helicopter not mandatory, but state if available, with response times etc.</i></p>	S7 9.1.14
12	<p>OPERATIONAL REGULATIONS Specify any national laws and Rules of the Air that pilots must comply with.</p>	
12.1	<p>RADIO TRANSCIVERS <i>State the types of radio which can legally be used, the frequencies reserved for the organisers, emergency services etc. and the frequencies allocated to individual teams.</i> Radios are allowed for communication between competitors and team leaders. Only frequencies allocated by the organisers may be used. The official frequency during the competition and the safety frequency will be announced at the first Pilot briefing.</p>	S7 6.5.2
12.2	<p>Specify any controlled airspace, prohibited flying areas, landing areas and sensitive areas (nature reserves etc)</p>	S7 6.13.2
13	<p>COMPLAINTS AND PROTESTS Complaints and Protests will be dealt with according to the procedures in Section 7 and General Section. A complaint may be made to the Meet Director or deputy, preferably by the Team Leader. It should be made with the minimum delay and it will be dealt with expeditiously.</p> <p>If the complainant is not satisfied with the outcome, the Team Leader may make a protest in writing to the Director. The time limit for protests is hours after notification of the result of the complaint. The protest fee is €50. It will be returned if the protest is upheld.</p> <p>If provisional scores are posted more than 2 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 8.00 am.</p>	S7 14.2
14	<p>FREE FLYERS Policy for free flying will be announced at the first briefing. There will however be no free-flying allowed during the daily competition rounds nor during stand down in the competition.</p>	

APPENDIX II: CHAMPIONSHIP ENTRY FORM SAMPLE

CHAMPIONSHIP ENTRY FORM EXAMPLE

TEAM ENTRY FOR (Title of championships, Dates, Location, Country)

Name of National Aero Club

Address

tel/fax ____

The NAC of (Country) wishes to enter the following competitors who qualify under the FAI Nationality or Residence Rules (General Section 3.7.):

Name	Nationality/ Residence	Age	Sex	Sporting Licence n°	CIVL Pilot ID N°	Pilot Qualification IPPI card
Competitors						
Team Leader						
Accompanying People						

- 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.)
- Address /Tel number during competition

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

ENTRY FEES.

For each pilot (insert amount) _____
 For each assistant (insert amount) _____
 For the Team Leader (insert amount) _____
 For accompanying person (insert amount) _____

Total _____

This amount is enclosed/will be paid to the FAI (see s7 3.3)/will be paid by (date) _____

I/We declare that the above information is true, and that all the pilots meet the required qualifications for entry to this competition (evidence attached) as per rule 2.4.1 of Section 7C.

This form must be signed by a representative of the NAC.

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 III is mandatory and must be signed by the pilot and witnessed or the additional documentation specified in 7.1.1.4 produced for prototype gliders.

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

Return the form to: (organiser details)

ENTRY FEES.

For each pilot – male (insert amount) _____

For each pilot – female (amount if different) _____

For the Team Leader (insert amount) _____

For accompanying person (insert amount) _____

Total: _____

Early payment incentives and payment deadlines:

Late payment penalties and final deadline:

Payment details:

Currency/cheques accepted, bank transfer details etc

The following is included in the entry fee:

APPENDIX III: CERTIFIED GLIDER STATEMENT

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 EN926 certified by one or more of the
internationally 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 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 Commission de, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:.....)

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

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

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

Signed on this date : _____

Signature of Participant

Printed name of Participant

Address of Participant : _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

APPENDIX V: SAMPLE PROTEST FORM

Protest Form for FAI Category 1 PG Accuracy Championships

Championship Title	
Team & Team Leader	
Protester	
Time of result of complaint received	
Description of Protest (against what decision, what penalty?)	
Reasons why you think the decision is wrong:	
What result do you require from this protest?	
Which rules are relevant to your argument:	
Witnesses available Evidence available (witness statements)	
Signature of Protector	

Signature of Team Leader	
Time/Date of Protest	
Signature of Meet Director receiving the protest	
Protest fee paid	

Sheet ____ of ____

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

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 (List, page 1-2), 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 & Paragliding Commission
C of A	Certificate of Airworthiness
CP	Control Point
FAI	Fédération Aéronautique Internationale, with its headquarters in Lausanne
Fichet	A peg used by Fichet Judges for marking the first point of landing of a pilot in Paragliding Accuracy competitions
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'.
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.
ICAO	International Civil Aviation Organisation (HQ in Montreal, Canada)
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
PWC	Paragliding World Cup
QFE	Pressure Setting which indicates zero altitude when at airfield height

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QNH	Pressure Setting which indicates height above sea level
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'
TP	Turn Point
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
WAG	World Air Games
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