



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Aerobatic Annex to Section 7B – Class O

PARAGLIDERS CLASS III

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Editor's note: The FAI Sporting Code for Paragliding consists of the General Section and Section 7B combined, it also includes this Annex for aerobatic competition. In cases of doubt, consult the General Section to establish the principles before applying the specific rules which appear in this Section 7B document.

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.

FEDERATION AERONAUTIQUE INTERNATIONALE

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TABLE OF CONTENTS

CHAPTER 1: - COMPETITION RULES	5
1.1 - Registration and responsibility:	5
1.2 – Equipment:	5
No ballast is allowed.	5
1.3 – Safety:	5
1.4 - Emergency stop signal:	5
1.5 - General behaviour:	5
1.6 - Warnings and penalties:.....	6
1.6.1 - Persons entitled to impose warnings:	6
1.6.2 - When a warning can be imposed:.....	6
1.6.3 - Official list of warnings:.....	6
1.6.4 - Running of the warnings :	6
1.6.5 - Point penalties :	7
1.6.6 - Announcement of warnings and penalties :	7
1.7 - Safety Committee:	7
1.8 – Safety Director:	7
1.9 – Complaint, protest and appeal:	7
1.10 - Validation of run:	8
1.11 – Announcement of program start:	8
1.12 - Validation of the competition:	8
1.13 - Prize money:.....	8
1.14 - Number of pilots:.....	8
1.15 - Entry fee:.....	9
CHAPTER 2: COMPETITION FORMATS.....	10
2.1 - Programme, routine and manoeuvres:	10
2.2 - Competition for individuals :	10
2.3 - Competitions for teams :	10
2.4 – Safety selection :	10
2.5 – Qualification run and cuts :	11
2.6 - Other points for judges appreciation :	11
2.7 - Typical competition schedule :	11
2.8 – Judging panel:	12
CHAPTER 3: SCORING	13
3.1 Scoring concept.....	13
3.2 – Technical scoring :	13
3.3 - Synchronisation scoring : (for synchro competition only).....	15
3.4 - Scoring of landing :	15
3.4.1 Landing on the ground.....	16
3.4.2 No landing scoring	16
3.5 - Scoring of choreography :	16
3.6 - Total points :	17
3.7 - Criteria of technical evaluation :	17
CHAPTER 4: RANKINGS	19
4.1 - Available rankings.....	19
4.1.1 World Cup	19
4.1.2 WAPR	19
4.2 - Permanent ranking : W.A.P.R.....	19
CHAPTER 5: ORGANISER RULES	20
5.1 - The site.	20
5.2 - Take Off :	20
5.3 - Landing.	20
5.5 - Organisation facilities :	20
5.6 - Aerobatics area movements :	20
5.7 - Organisation team:	21

5.8 – Briefing:.....	21
5.9 - Local Regulations:	21
5.10 - Weather forecast:	21
5.11 - Safety:.....	21
5.12 - Insurance:	21
5.13 - Media exposure:.....	22
5.14 – Panel of judges:	22
5.15 – Results:	22
CHAPTER 6: LOCAL REGULATIONS	23
6.1 - Name of the event:.....	23
6.3 - Description of the event:	23
6.4 - Maximum number of pilots and selection method:.....	23
6.5 - Entry fee:.....	23
6.6 - Protest fee:	23
6.7 - Prize money:.....	23
6.10 - Safety:.....	23
6.11 – Competition:	23
ANNEXES:	24
Annex 1: List of Judges.....	24
Annex 2: Official Manoeuvres Boards	25
Annex 3: Aerobatics Paragliding World Cup (APWC):	29
A3.1 Competition format :	29
A3.2 Number of pilots :	29
A3.3 Selection method :	29
A3.4 Amount of entry fee :	30
A3.5 Number of competition day :	30
A3.6 Number of tasks per day :	30
A3.7 Prize money (minimum amount) :	30
A3.8 Judges panel :	30
A3.9 World cup ranking :	31

International Aerobatics Competition Rules for PG

These rules cover the technical aspects of organising, running and scoring a aerobatic competition in paragliding. Organisers of FAI sanctioned events in this discipline should read this Annex in conjunction with the full Section 7B of the FAI Sporting Code which covers all other matters which must be addressed when running Category 1 or Category 2 events.

Chapter 1: - Competition rules

1.1 - Registration and responsibility:

The entry fee and the number of selection and competition days will be announced in the Local Rules of the event.

Each competitor must hold an FAI sporting licence issued by the NAC he represents. Drugs are prohibited: Refer to FAI GS Rules.

Each competitor in the competition participates under his own responsibility. By signing the **liability waiver** (national law permitting), the pilot assumes the responsibility for any damage caused during the competition, the flights or transportation, to the pilot himself and to third parties.

Each competitor must hold a valid **air third party insurance**. Personal medical insurance is highly recommended.

Each competitor is responsible for his manoeuvres and should only perform manoeuvres that he has practised and that he controls.

The senior judge and/or the technical delegate must make sure that the organiser properly checks the administrative documents: FAI licence, liability waiver if appropriate, third party liability insurance, and equipment verification.

1.2 – Equipment:

A dry reserve parachute is compulsory, and should be in good condition and recently folded. After a water landing a new reserve has to be used if the reserve is wet. A helmet is compulsory and the local regulations will specify the type of helmet allowed. No ballast is allowed.

1.3 – Safety:

The aerobatics manoeuvres are only allowed above the water and in a designated area called "**flight box**" (pilots must take in account the drift caused by wind).

It is strictly forbidden to fly over the public (direct elimination from the competition).

1.4 - Emergency stop signal:

In case of emergency, the flight box can be closed.

A sound signal and a visual signal (cross) over the raft announce that all aerobatics manoeuvres and all water landing must immediately stop. The pilot should be able to hear the sound signal.

1.5 - General behaviour:

Competitors must respect the decisions of the judges.

Competitors must respect the schedule of briefings and shuttles.

When a warning is imposed to a pilot, it appears on the results of the competition. Judges and organiser keep record of the warnings.

3 warnings = 1 yellow card

2 yellow card = 1 red card

The red card induces a meeting of the judges and organiser to take a decision on the penalty to be imposed to the pilot including possible disqualification.

1.6.5 - Point penalties:

The 2 first warnings are not penalised.

A yellow card gives a 30 points penalty.

After the first yellow card each additional warning give 10 points penalty.

The total of the point penalties are shown of the results and are deducted from the total results.

1.6.6 - Announcement of warnings and penalties:

The pilot is personally informed by the organiser when debriefing the task of the warnings he has been receiving.

Each warning and yellow or red card are displayed on the result sheet.

1.7 - Safety Committee:

At the beginning of the competition 3 pilots must be elected (by the team leaders in Cat 1 or by the pilots in Cat 2) to represent the pilots in the safety committee when ever needed.

1.8 – Safety Director:

In Category 1 events the organiser shall appoint a safety director acceptable to the CIVL Bureau whose sole responsibility is safety (see Section 7B – Class O PARAGLIDERS Class III – chapter 2.6.2.1)

1.9 – Complaint, protest and appeal:

1.9.1 Category 2 events:

- Complaint:

To dispute a decision, the pilot must present his complaint to the Competition Director. The last moment to deposit a complaint is the first pilots briefing after the results publishing.

- Protest:

All the protests are studied by the Competition Director and the senior judge.

1.9.2 Category 1 events:

Complaint: To dispute a decision, the pilot must present his complaint to the Competition Director. The last moment to deposit a complaint is the first pilots briefing after the results publishing.

Protest: All the protests are studied by the Competition Director and the senior judge. The jury is nominated by CIVL and composed by three members from different nations.

- Appeal: An appeal may be made to the FAI by the NAC as per the General Section.

1.9.3 The organiser has to keep and archive the paper and notes from the judges. All routines are recorded on video and will be referred to in case of dispute. All the judgement calls are final. The Competition Director may hold a conference with the judges to adjust a score in case of an obvious error, but the final scores are not protestable.

1.10 - Validation of run:

In case of difficulties (meteorological conditions, organisations etc), the pilots' representatives and the judges meet to decide to validate or cancel the run.

For any reason, if a run cannot be completed one day, it maybe be continued on the later scheduled day (similar conditions permitted).

1.11 – Announcement of programme start:

A pilot, before starting his routine makes one ear to validate his run. If, before starting the 1st manoeuvre, he estimates the conditions unsafe or the altitude too low to complete the run, he notifies the judges' panel by making 2 ears with the risk to get warnings if the judges panel doesn't agree with his decision.

Then the pilot has to go down fast without making any aerobatic manoeuvre and land dry. In that case he will be allowed a re-flight.

This is the pilot responsibility to start or not to start his routine.

Launch order will be either the reverse of the current points standing or at random drawing.

1.12 - Validation of the competition:

A minimum of **2** runs are required to validate the competition in each category (solo and synchro).

1.13 - Prize money:

There should be prize money and the local regulation will announce the amount and the rule for allocating the prize money.

1.14 - Number of pilots:

The organizer must precise the maximum number of place in each competition solo and synchro.

A pilot who is competing in solo and synchro is counting like 2 pilots.

The minimum number of pilots is 5 pilots solo and 3 teams in synchro.

The organizer can manage the number of pilots in his competition with:

- the world ranking order
- inscription time order
- a qualification run just before the competition

This must be announced in the inscription pilot form.

The organiser must publish a waiting list.

1.15 - Entry fee:

The entry fee is up to the organiser but we recommend 25 Euros per competition day maximum.

The entry fee should cover :

- Take off access.
- Free access to supplementary events.

Chapter 2: Competition formats

The Calendar must indicate if the competition is open to teams and/or individuals.

2.1 - Programme, routine and manoeuvres:

The program (or routine) consists of a series of X manoeuvres from the official list. Each manoeuvre may only be performed once within the routine (unless performed in the opposite direction i.e. left/right).

Some manoeuvres with 1,80 difficulty coefficient or more can only be performed at the beginning of the routine:

If 3 manoeuvres program => only at first position in the routine

If 4 manoeuvres program => 1st and/or 2nd position

If 5 manoeuvres program => 1st, 2nd, or 3rd position.

If 6 manoeuvres program => 1st, 2nd, 3rd or 4th position.

The concerned manoeuvres are indicated in the official manoeuvres table by "Must be executed at the beginning of the program".

2.2 - Competition for individuals :

2.2.1.1 - Solo compulsory program, free order

Each pilot must execute a required routine as imposed by the jury.

The order of manoeuvres is chosen by the pilot.

2.2.1.2 – Solo compulsory program, compulsory order

Each pilot must execute a required routine as imposed by the jury

The order of manoeuvres is imposed by the judges panel

2.2.2 - Solo pilot announced program

Each pilot must submit his routine prior to his run. The pilot may choose his routine from the list of manoeuvres by filling in the "announced program" table. The number of manoeuvres is compulsory: and announced before the run.

2.2.3- Solo restricted announced program

The pilot may choose his routine from a list of manoeuvres decided by the judges panel.

2.3 - Competitions for teams :

2.3.1.1 - Synchro compulsory program, free order

All teams must execute a required routine as imposed by the jury.

The order of manoeuvres is chosen by the team.

2.3.1.2 – Synchro compulsory program, compulsory order

All teams must execute a required routine as imposed by the jury.

The order of manoeuvres is imposed by the judges panel

2.3.2 - Synchro pilot announced program

Each team must submit his routine prior to his run. The team may choose his routine from the list of manoeuvres by filling in the "synchro announced program" table. The number of manoeuvres is compulsory: and announced before the run.

2.3.3 – Synchro restricted announced program

The team may choose his routine from a list of manoeuvres decided by the judges panel.

2.4 – Safety selection :

Safety selection is compulsory for pilots who are not in the world pilot ranking.

All the pilots who are in the WAPR don't need to participate at the safety selection.

The judges panel is able to make a pilot selection with a safety selection flight. The aim is to demonstrate the pilot's ability to fly the competition.

2.5 – Qualification run and cuts :

If there are more pilots than the number fixed by the organiser, they will be selected according to the WAPR or the order of registration (this is to be specified in the Local Regulations).

Cuts (elimination round) are only allow for a final run and after having minimum 2 valid runs (with all pilots and teams).

Official manoeuvres to be performed during the safety and qualification run

All pilots entering the competition should be able to safely perform the following manoeuvres :

- Full stall + exit
- Tail slide + exit
- Wing over
- SAT
- Helico

2.6 - Other points for judges appreciation :

Choreography:

- Placement and drift
- Management of altitude
- Flow, rhythm, connection
- Originality, diversity
- Synchro co-ordination (only for synchro flights)

Landing (only if landing into a raft on water)
See scoring of landing.

Elimination if:

- The pilots' skills are insufficient to perform the minimum required manoeuvres for the competition
- The manoeuvres are performed unsafely.
- No respect of the flight box (including the drift).
- Others safety reasons...

An eliminated pilot may lodge a complain.

2.7 - Typical competition schedule:

- Qualification run or safety selection:

- 1st Task: **Compulsory program** (doesn't count for the scoring).
- 2nd Task: **Compulsory or restricted program**
- 3rd Task: **Announced program**
- 4th Task: **Announced program**

2.8 – Judging panel:

The judging panel is to consist of at least 3 independent judges from at least 2 different countries (or 3 different countries if there are to be 4 or 5 judges), one of them being chosen from the list of senior judges is to be the chief judge. The list is in Annex 1 to these rules.

The other judges can be national or international ones.

The senior judges are nominated by the CIVL Aerobatic Subcommittee in consultation with the organiser.

After the competition the senior judge is to write a report to the CIVL subcommittee and must stay in contact with the organiser until the results have been sent to the CIVL.

Chapter 3: Scoring

3.1 Scoring concept

The scoring is based on 3 set of notes for solo competitions :

The technic during the program, the general choreography, and the landing.

The scoring is based on 4 set of notes for synchro competition :

The technic during the program, the synchronisation of each manoeuvres, the general choreography, and the landing.

Each set of points must be averaged on a 100 points basis:

For that, the pilots score will be compared to a maxi score or a medium score.

This averaged score will be balanced with the percentages granted to this set of points. The following percentage apply :

Solo :

- Technical : 70%
- + Landing : 10%
- + Choreography : 20%

Synchro :

- Technical 55%
- + Synchronisation : 20%
- + Landing : 10%
- + Choreography 15%

3.2 – Technical scoring :

Difficulty of the manoeuvre

Each manoeuvre has a fixed difficulty coefficient in accordance with this table :

Official Manœuvres	
Manœuvre	Coef
Full stall	1,00
Tail Slide	1,15
SAT	1,25
Wing Over	1,35
Asymmetric Spiral	1,35
Dynamic Full stall	1,40
Looping (Inversion)	1,45
Asymmetric SAT	1,50
Mac Twist	1,55
Misty Flip	1,65
Helicopter	1,70
Twisty Flip	1,75
Mac Twist to Helico	1.75
SAT to HELICO	1,75
Helico to Helico	1,80
Tumbling***	1.80

HELICO to SAT	1,85
Misty Tumbling***	1,90
Rhythmic SAT***	1,90
Infinity Tumbling***	2,00
Rodeo Helico	1,60
Rodeo SAT	1,70
Pitch Pendulum	1,65
Synchro Spiral	1.70

The CIVL Aerobatic Subcommittee is empowered to continuously review these difficulty coefficients and make changes as it considers necessary.

Manoeuvre Connections which are NOT possible (*exit in between is needed*)

1st Manoeuvre (from)	(To) Next Manoeuvre
Mac Twist to Heli	Heli
Heli	Heli to SAT
Heli to SAT	SAT
Heli to Heli	Heli
Heli	Heli to Heli
SAT	SAT to Heli
SAT to Heli	Heli
SAT to Heli	Heli to SAT
Heli to SAT	SAT to Heli
Tumbling	Infinity Tumbling
Rhythmic SAT	Infinity Tumbling
Rhythmic SAT	Tumbling

Execution points: Each manoeuvre is judged on a scale of 0 minimum to **100** maximum.

**Calculation of each manoeuvres score:
for each judge:**

$$\text{Manoeuvres score} = \text{execution points} \times \text{difficulty coefficient}$$

3 judges average:

For each manoeuvre, the scoring software calculates the average score of the 3 judges.

This manoeuvre average score is given to the pilots when publishing the results.

Calculation of final technical score:

A **medium score** is calculated depending of the quantity of manoeuvres and the difficulty coefficient average.

The **difficulty coefficient average** is fixed at **1,70** for every kind of task and for solo and synchro competitions.

$$\text{medium score} = \text{quantity of manoeuvres} \times 1,70 \times 100$$

$$\text{average technical score} = (\text{total of the } X \text{ manoeuvres} / \text{medium score}) \times 100$$

$$\text{final technical score for solo} = \text{average technical score} \times 70\%$$

final technical score for synchro = average technical score X 55%

3.3 - Synchronisation scoring : (for synchro competition only)

The synchronisation of each manoeuvre is judged on a scale of 0 minimum to 10 maximum.

The judges average is made with the final judges synchronisation scores.

The **maxi score** to refer to is:

maxi score = quantity of manoeuvres X 10

**average synchronisation score =
(total of the X manoeuvres / maxi score)*100**

final synchronisation score = average synchronisation score X 20%

3.4 - Scoring of landing:

Landing on the raft is an integral part of the competition.

It is important for the media and spectacular for the public.

The raft must be at least 4m wide and 6m long when on a lake and larger 10 when on sea water in order to protect, as much as possible, the glider from the salt.

The judges average is made with the final judges landing scores.

The landing score for solo takes into account the following criteria and coefficients:

LANDING on RAFT for SOLO	Coef
approach and precision	1,5
raft	1,5
Ground spiral	2,5
hand touch	0,7
feet touch	0,4
spin	1

Execution points: Each manoeuvre is judged on a scale of 0 minimum to 10 maximum and multiplied by the respective coefficient.

The maxi score to refer to is:

maxi score = 76

**average landing score =
(total of the 6 manoeuvres / maxi score)*100**

final landing score = average landing score X 10%

The landing score for synchro takes into account the following criteria and coefficients:

LANDING on RAFT for SYNCHRO	coef	Pilot 1	Pilot 2
approach and precision	1,5		
raft	1,5		
SOLO Ground spiral	2,5		
SYNCHRO Ground spiral	3		

hand touch	0,7		
feet touch	0,4		
spin	1		

Execution points: Each manoeuvre is judged on a scale of 0 minimum to 10 maximum and multiplied by the respective coefficient. Each pilot's execution will be graded separately and added.

The maxi score to refer to is:

maxi score = 152

**average landing score =
(total of the 6 manoeuvres / maxi score)*100**

final landing score = average landing score X 10%

3.4.1 Landing on the ground.

The pilots committee in accordance with the organiser can decide to cancel the landing on the raft in case of sea water, very cold water (less than 10°C) or unsafe landing conditions.

In that case, a ground landing can be scored under the following conditions:

The pilots should be able to safely approach the landing area without over flying the public.

A target landing gives the "raft points". The target must be 1 m large. The landing area must be at least 50 m long all around the target and completely free.

No ground spiral are allowed.

3.4.2 No landing scoring.

If the conditions can not permit safe competition landing, the landing will not be scored.

The landing score will be 0 for all pilots.

3.5 - Scoring of choreography :

Choreography is scored for the entire run (including the landing).

The juges average is made with the final juges choreography scores.

The choreography score for solo takes into account the following criteria and coefficients :

SOLO CHOREOGRAPHY	coef
Placement and drift	1,6
management of altitude	1
flow	1,2
rhythm and connexions	1,2
Originality, diversity	1

Each criteria is judged on a scale of 0 minimum to 10 maximum.

The maxi score to refer to is:

maxi score = 60

average choreography score = (pilots choreography points / maxi score)*100

Final choreography score = average choreography score X 20%

The choreography score for synchro takes into account the following criteria and coefficients:

SYNCHRO CHOREOGRAPHY	coef
Placement and drift	1,6
management of altitude	1
flow	1,2
rhythm and connexions	1,2
Originality, diversity	1
Synchro Coordination	1,5

Each criteria is judged on a scale of 0 minimum to 10 maximum.

The maxi score to refer to is:

maxi score = 75

average choreography score = (pilots choreography points / maxi score)*100

final choreography score = average choreography score X 15%

3.6 - Total points :

All the different scores will be added to obtain a score based on 100. The score will be rounded to 2 digits after the point.

Final pilot score =
 + final technical score
 + final landing score
 + final choreography score

Final team score =
 + final technical score
 + final synchronisation score
 + final landing score
 + final choreography score

3.7 - Criteria of technical evaluation :

The manoeuvres' table is the reference for the season.

Only the official manoeuvres defined in the manoeuvres' table can be scored in every run.

The manoeuvres' table includes for each manoeuvre.

The manoeuvre's **name** and its **difficulty** coefficient,

The **criteria of technical evaluation** which is the reference for the execution score.

The **imperative**: minimum requirements to validate the manoeuvre.

The **penalties**: reference for discount in execution scoring.

Penalties:

The following criteria are some references. It is up to the judges to appreciate the context in which the problem happens, its importance and the way the pilot is managing the situation.

Collapses / Tucks: 0 to 25% => 0 to -20 points for the manoeuvre
25% to 50% => -20 to -50 points for the manoeuvre
50% to 100%=> -50 to -80 points for the manoeuvre

Change of direction:

<90°=> 0 to -20 points
90°to 180°=> -20 to -50 points
>180° => -50 to -80 points

Cravat:

In case of a cravat, the jury appreciates the way the pilot manages the situation.

Fast recovery and keeping the wing under control is required.

Cravat penalty: cravat <10% and <3 seconds => -20 points
cravat >50% and >3 seconds => -20 to -80 points

Twist:

In case of a twist, the jury appreciates the way the pilot manages the situation.

Twist <1 turn => -20 to -50 points
1 turn and more => -50 to -80 points

Loss of control: 0 for the run

A loss of control is a momentary lapse of time where the pilot doesn't have the control of the situation: a problem with the glider (collapse, cravat...) or twist cause the pilot some unexpected and uncontrolled trajectories.

The judges consider the pilot has gone too far and into a dangerous situation.

Opening of the reserve (rescue parachute) - 0 (zero) points for the run

Not opening the reserve when needing it: 0 (zero) points for the run plus Warning

Chapter 4: RANKINGS

4.1 - Available rankings

Two different rankings, in paragliding aerobatics competition, are calculated.

4.1.1 World Cup

An Aerobatic Paragliding World Cup (ACRO CUP) of maximum 5 major events with a ranking formula define below (see chapter 7)

4.1.2 WAPR

A permanent ranking based on the formula of the World Aerobatic Pilot Ranking. This formula and its explanations are available at the following address: http://www.fai.org/hang_gliding/rankings_old/formulahg

All the international aerobatics events including those counting for the ACRO CUP will be taken into account for this permanent ranking provided they are sanctioned as FAI cat 2 events

This ranking will give points to all the pilots competing in an event and could be used for selection purposes.

4.2 - Permanent ranking: W.A.P.R.

The CIVL Competitions Co-ordinator will keep the WAPR provided the following is met:

- The Aerobatics competition must be FAI Category 2 sanctioned. The organiser has to contact the CIVL Competitions Co-ordinator at the following address: civil_comps@fai.org to obtain the dossier that requires:
 - A sanction fee equivalent of one pilot's entry fee,
 - The competition being put on the CIVL calendar one month before the event,
 - The organiser to control that the pilots hold a valid FAI sporting licence
- Only the pilots holding an FAI sporting licence will be considered in the WAPR
- The organiser must send to the CIVL Co-ordinator the results the same day they are official.

4.2 – ACRO Cup Ranking

In addition to sending the results to the CIVL Competitions Co-ordinator, the Aerobatic Paragliding World Cup (Acro Cup) organisers must send to Pal Hammar-Rognoy the results the same day they are official at the following address: pal@downteam.com.

Chapter 5: ORGANISER RULES

These organiser rules apply to all events counting for the World Aerobatic Pilot Ranking.

An organiser have to fill a form to be FAI Category 2 event (see annex). He must precise on this form the name of the senior judge. He must send it to the FAI (mail address) with fee of one pilot entry fee.

For the ACRO CUP rules apply but others are added (see chapter 7).

5.1 - The site.

Aerobatics competitions can only take place above water. It is necessary to get a height of at least 400 m above water in order to perform the movement.

The wind should not normally be stronger than 30 km/h.

The box must be large enough to permit, a pilot to use his rescue parachute and land safely in water.

5.2 - Take Off:

A necessary space must be available to spread a minimum of 2 gliders. A unit of place, and easy access as well. Easy and fast access for rescue. Possibility to use a winch (2 boats – 2 winches minimum).

5.3 - Landing.

It is necessary to have a “dry” landing. It is also possible to use a landing place on water. A protected floating platform (10 m X 10 m) without any sharp parts. Each side and corners must be well protected.

Wind socks must be posted at different places of the event.

No flight over the public.

5.4- Communication :

Radios and / or mobile phones (homologated if necessary).

The start of the run must be announced to all the judges with confirmation.

5.5 - Organisation facilities :

Reception of the public in a delimited area (a parking close to the event, catering, announcers).

Headquarters with all the infrastructure for the results keyboarding, computers, internet access, a high performance photocopy machine, paper (minimum 4 reams) and telephone lines.

Each judge needs one secretary to assist them during the notation.

In addition deck chairs (chaises longues) must be provided to the judges.

5.6 - Aerobatics area movements:

It is the pilot's responsibility to consider the strength of the wind and to estimate its drift in case of rescue opening so that he can land in water. The beginning of the routine will start at a minimum distance from the bank. The judges, the organiser and pilot committee fix the maximum strength of wind accepted during the competition.

5.7 - Organisation team:

Continuous shuttles or cable car with priority to the competitors.

A flight director who must be present at landing place.

At take off: a starter who is responsible for take offs and helped by 2 or 3 assistants.

A speaker for public address.

A cameraman with a camera who is permanently filming. This person must be placed next to the jury.

A secretary who assists the judges panel and helps entering the results (score keeper).

5.8 – Briefing:

Pilot committee election (2 pilots). The pilot committee gives his point of view on the competition and particularly on all the aspects concerning safety.

5.9 - Local Regulations:

The local rules must be published in accordance with Section 7b, 5.1.

5.10 - Weather forecast:

Weather forecast publication. At take off, information on the landing wind strength must be provided.

5.11 - Safety:

An emergency doctor on the competition area.

An emergency health care helicopter at the competition area or one that will be available within 30 min of contact.

An ambulance at landing.

An emergency response team/health care team on take-off.

2 motorised boats with staff, “cut-lines” and easy access for the pilots.

Additional safety equipment where appropriate.

No flight over the public.

5.12 - Insurance:

Each organiser must consider what insurance cover is necessary for each competitor and include this in the local regulations for the event. The following wording is recommended:

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

Public liability risk: (organiser to specify requirement)

Personal accident/hospitalisation/repatriation..... (organiser to specify requirement)

If insurance can be arranged on arrival through the organisers this should also be stated and details given.

The local regulations should also state what proofs of insurance the organiser will check before competition flying commences.

5.13 - Media exposure:

The organiser should organise an event well suited to the media, at least at a national or local level.

Information should be given to the pilots about the broadcast-dates on the different channels of the images of the competition.

5.14 – Panel of judges:

The organiser have to choice a senior judge among the list include in this document. He must contact him directly.

The part of the senior judge is:

- to choice and organise the judges panel with the organiser
- to note the pilots
- to make sure that the competition rules are implemented
- to make sure that the FAI licences are controlled.
- to check the safety aspect of the event
- to teach the local judges

The chief judge is paid 200 Euros per day and his travel expenses, accommodation and wages are reimbursed by the organiser.

The chief judge have the possibility to organise training course for new judges during and/or before the event.

A student judge must have followed a theoretical training course provided by a senior judge.

5.15 – Results:

The organiser must send the results in the correct format (Excel or Access) to the CIVL Competitions Co-ordinator at the following address: civl_comps@fai.org as soon as the final results are official.

Chapter 6: LOCAL REGULATIONS

6.1 - Name of the event:

6.2 - Dates:

Including training dates and place:

6.3 - Description of the event:

Open to teams and/or individuals

Number of competition days

Date of the qualifying run

6.4 - Maximum number of pilots and selection method:

Maximum number of pilots :

Selection method :

- WAPR
- qualifying run
- order of inscription (date)

6.5 - Entry fee:

Amount.

What is included in the entry fee.

6.6 - Protest fee:

Amount.

6.7 - Prize money:

Amount

How it is awarded

6.8 – Telephone number:

The number to be called by pilots in case of a delay.

6.9 - Daily programme:

This program has to be respected.

6.10 - Safety:

Type of helmet allowed in the competition

Provision for life jackets if any

Provision of spare reserve provided by the organiser

6.11 – Competition:

Definition of the flight Box

Number of manoeuvres to be performed during a flight

Elimination round (cut) before the final run whether appropriate

ANNEXES:

Annex 1: List of Judges

List of senior judges:

Violaine DUFOURMANTELLE	FRANCE
Pernilla HAMMAR-ROGNOY	NORWAY
David EYRAUD	FRANCE
François BON	FRANCE
Stefan HODEK	GERMANY
Agustin CIMA (Galle)	ARGENTINA

List of qualified judges :

Mauricio G BRAGA	BRASIL
Alexis COUDURIER	FRANCE
Claudio CATTANEO	SWITZERLAND
David SOUJEY	FRANCE
Arvid HAALAND	NORWAY
Chris GEIST	GERMANY

List of trainee judges :

Per ANDERSEN	NORWAY
Daniel LORITZ	AUSTRIA
Marc AUBERTIN	FRANCE
Luis MITTEREGGER	AUSTRIA
Egil TOSTENSEN	NORWAY
Mirjam STEIEN	

Annex 2: Official Manoeuvres Boards

OFFICIAL MANOEUVERS BOARD SOLO

Manoeuvre's name	Difficulty coefficient	Criteria of technical evaluation	Imperative	Comments
Full stall	1,00	Entry, control of pendulum movement control of direction and exit or connection	No required duration	Change of direction
Tail Slide (Backwards flying)	1,15	maintenance of the shape, stability perceptible backwards flight, duration, exit or connection	Min. 3 seconds	Change of direction
SAT	1,25	Entry, angle of wing, low sink rate exit or connection	Min. 2 revolutions in SAT	no collapse penalty for tip collapse during exit
Wing Over	1,35	Rhythm, flow, trajectory angle (180 °for maximum score)	Min. 2 inversions with great angle (min. 135°)	
Asymmetric Spiral	1,35	Rhythm, flow, trajectory angle (180 °for maximum score)	Min. 2 revolutions with great angle (min. 135°)	
Dynamic Full stall	1,40	Energy, importance of pitch (pitch 90°for maximum score), control of direction and exit or connection	min. 45°backwards pitch No required duration	Change of direction
Looping (Over-Turn / Inversion)	1,45	Entry, flow, trajectory angle (180 °for maximum score), exit or connection	min. angle : 135°	
Asymmetric SAT	1,50	Energy, entry, flow, trajectory, angle (180°for maximum score), exit	Min. 1 revolution	
Mac Twist	1,55	Energy and asymmetry on entry, speed and importance of rotation pendulum stabilisation, exit or connexion	min. revolution: 360°	Exit without stalling for maximum score
Helicopter	1.60	maintenance of the shape, stability of rotation axis (vertical) speed of rotation, low sink rate, duration, exit or connection	Min. 3 revolutions stable	
Misty Flip	1.65	Importance of pitch on entry, 360°rotation, maintenance of the shape control of front pitch during exit	360°revolution, pitch exit	
Mac Twist to Helico	1.65	Mac twist criteria (/30 pts) + Helico criteria (/30 pts) + connection (/40 pts): flow and speed of transition	Min 3 revolutions Helico	
SAT to Helico	1,70	Sat criteria (/30 pts) + Helico criteria (/30 pts) + connection (/40 pts): flow and speed of transition	Min 2 revolutions for SAT + Min 3 revolutions for Helico	
Helico to Helico	1,70	1st Helico (/30 pts) + 2nd Helico (/30 pts) + connection (/40 pts): speed of transition	Min 3 revolutions Helico to each side	

Helico to SAT	1,75	Helico criteria (/30 pts) + SAT criteria (/30 pts) + connection (/40 pts): flow and speed of transition	Min 3 revolutions Helico + Min 2 revolutions for SAT					
Misty to Tumbling	1,80	Misty Flip criteria (/50 pts) + Tumbling criteria (/50 pts)	Min. angle: 135° Must be executed at the beginning of the program					
Tumbling	1,80	Energy, flow, trajectory Angle (180° for max. score), exit	Min. angle: 135° Must be executed at the beginning of the program					
Rhythmic SAT (SAT to tumbling)	1,90	Rhythm and increase of the amplitude, flow, angle, exit or connection	Min. 3 revolutions, minimum 135 ° in the best revolution, Must be executed at the beginning of the program					
Infinite Tumbling	2,00	Rhythm, flow, trajectory (no roll movement), tension in the lines and glider, duration, exit or connexion	Min 3 revolutions Must be executed at the beginning of the program					
Landing manoeuvres								
approach and precision	1,5	Quality of the approach and precision (distance to the raft)	Touch the raft for maxi score					
bonus raft	1,5	Landing well on the raft	pilot standing for maxi score					
Ground spiral	2,5	Entry (speed, sink rate), height of wing tip over water (touch for max. score)	min. height of wing tip : 4 m	wing tip > 1m : -2 points				
hand touch	0,7	Precision, length of touch with hands...						
feet touch	0,4	Precision, length of touch with foot...						
spin	1	speed of rotation, good sink rate and standing landing	Min. rotation : ½ turn before pilot's landing					
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OFFICIAL MANOEUVERS BOARD SYNCHRO

Manoeuvre's name	Dif. coef	Criteria of technical evaluation	Imperative	Comments
Full stall	1,00	Entry, control of pendulum movement control of direction and exit or connection	No required duration	Change of direction
Tail Slide (Backwards flying)	1,15	maintenance of the shape, stability perceptible backwards flight, duration, exit or connection	Min. 3 seconds	Change of direction
SAT	1,25	Entry, angle of wing, low sink rate exit or connection	Min. 2 revolutions in SAT	no collapse penalty for tip collapse during exit
Wing Over	1,35	Rhythm, flow, trajectory angle (180 °for maximum score)	Min. 2 inversions with great angle (min. 135°)	
Asymmetric Spiral	1,35	Rhythm, flow, trajectory angle (180 °for maximum score)	Min. 2 revolutions with great angle (min. 135°)	
Dynamic Full stall	1,40	Energy, importance of pitch (pitch 90°for maximum score), control of direction and exit or connection	min. 45° backwards pitch No required duration	Change of direction
Looping (Over-Turn / Inversion)	1,45	Entry, flow, trajectory angle (180 °for maximum score), exit or connection	min. angle : 135°	
Asymmetric SAT	1,50	Energy, entry, flow, trajectory, angle (180°for maximum score), exit	Min. 1 revolution	
Mac Twist	1,55	Energy and asymmetry on entry, speed and importance of rotation pendulum stabilisation, exit or connexion	min. revolution: 360°	Exit without stalling for maximum score
Helicopter	1.60	maintenance of the shape, stability of rotation axis (vertical) speed of rotation, low sink rate, duration, exit or connection	Min. 3 revolutions stable	
Misty Flip	1.65	Importance of pitch on entry, 360° rotation, maintenance of the shape control of front pitch during exit	360° revolution, pitch exit	
Mac Twist to Helico	1.65	Mac twist criteria (/30 pts) + Helico criteria (/30 pts) + connection (/40 pts): flow and speed of transition	Min 3 revolutions Helico	
SAT to Helico	1,70	Sat criteria (/30 pts) + Helico criteria (/30 pts) + connection (/40 pts): flow and speed of transition	Min 2 revolutions for SAT + Min 3 revolutions for Helico	
Helico to Helico	1,70	1st Helico (/30 pts) + 2nd Helico (/30 pts) + connection (/40 pts): speed of transition	Min 3 revolutions Helico to each side	
Helico to SAT	1,75	Helico criteria (/30 pts) + SAT criteria (/30 pts) + connection (/40 pts): flow and speed of transition	Min 3 revolutions Helico + Min 2 revolutions for SAT	
Misty to Tumbling	1,80	Misty Flip criteria (/50 pts) + Tumbling criteria (/50 pts)	Min. angle: 135° Must be executed at the beginning of the program	

Tumbling	1,80	Energy, flow, trajectory Angle (180° for max. score), exit	Min. angle: 135° Must be executed at the beginning of the program					
Rhythmic SAT (SAT to tumbling)	1,90	Rhythm and increase of the amplitude, flow, angle, exit or connection	Min. 3 revolutions, minimum 135 ° in the best revolution, Must be executed at the beginning of the program					
Infinite Tumbling	2,00	Rhythm, flow, trajectory (no roll movement), tension in the lines and glider, duration, exit or connexion	Min 3 revolutions Must be executed at the beginning of the program					
Synchro manoeuvres								
Synchro Spiral	1.70	Synchronised and rapid entry, proximity of the wings, duration, high sink rate, rapid and controlled exit	Min. 3 revolutions very close to each other					
Rodeo Helico	1,70	Synchronised and rapid entry, proximity of the wings, flow duration, exit	Min 2 spiral rotations around the helicopter					
Rodeo SAT	1,70	Synchronised and rapid entry, proximity of the wings, flow duration, exit	Min 2 spiral rotations around the SAT					
Pitch pendulum synchro (molineta)	1.65	Rapid and synchronised entry, pilots should be vertically aligned for max. score.	Min. twice one over the other one					
Landing manoeuvres								
approach and precision	1,5	Quality of the approach and precision (distance to the raft)	Touch the raft for maxi score					
bonus raft	1,5	Landing well on the raft	pilot standing for maxi score					
SOLO Ground spiral	2,5	Entry (speed, sink rate), height of wing tip over water (touch for max. score)	min. height of wing tip : 4 m	wing tip > 1m : -2 points				
SYNCHRO Ground spiral	3	management of energy		wing tip > 2m : -5 points				
Hand touch	0,7	Precision, length of touch with hands...						
Feet touch	0,4	Precision, length of touch with foot...						
spin	1	speed of rotation, good sink rate and standing landing	Min. rotation : ½ turn before pilot's landing					
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Annex 3: Aerobatics Paragliding World Cup (APWC):

“ACRO WORLD CUP”

The Acro World Cup represents the highest competition level in paragliding aerobatics.

The “Acro Cup” is organised every year around 4 to 6 major events chosen by the CIVL Aerobatics working group.

All the competitions in the Acro World Cup are to be Category 2 events and will therefore count in the permanent ranking (WAPR).

All the rules described above (Chapter 1 to 6) are concerning the **ACRO WORLD CUP** competition except if an other rule is written in chapter 7.

The winner’s title of the Acro World Cup in solo and in synchro are awarded each year (see 7.9).

A3.1 Competition format :

The solo and the synchro competitions are separated in two different ranking.

The pilots can participate to both competition at the same time but it is highly recommended to have two complete equipments (reserve and glider).

A3.2 Number of pilots :

The minimum number of pilots :

In case the organiser runs an only solo competition, he should be able to accept a minimum of 20 pilots.

In case the organiser runs a solo and synchro competition, he should be able to accept a minimum of 20 solo pilots and 10 teams.

The maximum number of pilots :

- 40 solo and no synchro
- or 30 solo and 20 teams
- or 30 teams and no solo

No cut will be made during the competition (all pilots have the opportunity to compete the all runs).

A3.3 Selection method :

The registrations are open until 6 weeks before the event start.

If there is more pilots than the maximum allowed by the organiser, the pilots will be selected based on the WAPRS (for synchro team: based on the best pilots position in the WAPRS).

The pilots will have a response 4 weeks before the event start.

If some pilots are unknown by the judges, a **safety selection flights** has to be done to control the pilot ability to compete.

A3.4 Amount of entry fee :

Solo : 100€ max / pilot / competition

Synchro : 200€ max / team / competition.

Including minimum: break fast and lunch pack.

The organizer can propose a cheaper fee.

A3.5 Number of competition day :

Minimum 4 days (including safety selection flights)

A3.6 Number of tasks per day :

At least 1 in each category (in case of good conditions).

The organiser has to take care that the maximum task per day for one pilot is limited at **3 runs**.

A3.7 Prize money (minimum amount) :

Rank	Solo	Synchro
1st	800 €	1600 €
2nd	400 €	800 €
3rd	200 €	400 €
1 st woman	200 €	400 €
	1600 €	3200 €

Total : 4800 €

We recommend to give price money and others prizes (materials) for the 4th and the 5th.

The organiser should pay using euros.

A3.8 Judges panel :

At least 1 senior judge and 2 qualified judges. It is recommended to have 2 other training judges.

The final score of the run is the total of the 5 judges' scores to which the 2 extreme scores are removed keeping the 3 remaining.

If only 4 judges are available, average the 2 extreme scores and consider this average score and the 2 remaining scores.

If only 3 judges are available, the final score of the run is the average of the 3 judges.

The chief judge is paid 300 Euros per day by the organiser.

The other qualified judges are paid 150 euros per day.

All travel expenses, accommodation and wages of the 3 qualified judges are reimbursed by the organiser.

A3.9 World cup ranking :

The world cup ranking is based on all valid runs minus 1/3 worst run for each pilot or team.

For example :

If the season got 12 valid APWC runs in total, every pilot will get the summary of his 8 best runs ($1/3 \cdot 12 = 4 \Rightarrow 4$ runs are removed).

If 13 runs are valid $\Rightarrow 9$ best results are taken in account ($1/3 \cdot 13 = 4,33 \Rightarrow 4$ runs are removed).

If 14 runs are valid $\Rightarrow 10$ best results are taken in account ($1/3 \cdot 14 = 4,67 \Rightarrow 4$ runs are removed).

If 15 runs are valid $\Rightarrow 10$ best results are taken in account ($1/3 \cdot 15 = 5 \Rightarrow 5$ runs are removed).

Calculation of pilots points per run :

A coefficient is calculated depending of the winner result compared to 100 points (theoretical maximum points) :

$$\begin{aligned} \text{coefficient} &= 100 / \text{winner points} \\ \text{the APWC points} &= \text{pilots run points} \times \text{coefficient.} \end{aligned}$$

Example: the winner has 83 points \Rightarrow the coefficient is 1,2

The winner has: $1,2 \cdot 83 = 100$ APWC points

If the 2nd pilot has 80 points $\Rightarrow 1,2 \cdot 80 = 96$ APWC points.

A pilot with 25 points $\Rightarrow 30$ APWC points.