



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7C – Class O

PARAGLIDING ACCURACY CLASS III

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Editor's note: The FAI Sporting Code for Hang Gliding 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 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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¹ FAI Statutes, Chapter 1, para. 1.6

² FAI Sporting Code, General 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 Bylaws, Chapter 1, para 1.2.1

⁶ FAI Statutes, Chapter 2, para 2.4.2.2.5

⁷ FAI Bylaws, Chapter 1, para 1.2.3

⁸ FAI Statutes, Chapter 5, para 5.1.1; 5.5 and 5.6

⁹ FAI Sporting Code, General Section, chapter 3, para 3.1.7

¹⁰ FAI Sporting Code, General Section, chapter 1, paras 1.2. and 1.4

¹¹ FAI Statutes, Chapter 5, para 5.6.3

¹² FAI Bylaws, Chapter 1, para 1.2.2

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1 INTRODUCTION

1.1 Description

Section 7 of the Sporting Code deals with records, proficiency badges, world and continental championships for hang gliders and paragliders in all classes.

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

1.2 Conjunction

Section 7 is to be used in conjunction with the General Section (GS) of the Sporting Code. In the event of ambiguity the General Section takes precedence. For ease of reading and to allow the various disciplines covered by Section 7 to develop individually it is split into four sub-sections:

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

Note: Separate sub-sections may be created in future for sub-disciplines such as aerobatics and speed gliding if a regular and viable sequence of Category 1 events develops.

1.3 General Section

The following subjects are detailed in the General Section.

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

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

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

This Section 7 deals with details of these subjects, which are specific to hang gliders.

1.4 Development of Sub-Sections

It shall be considered a general principle of the development of these regulations that they remain consistent throughout the various disciplines except where this is impractical due to basic differences in the Classes or where the traditional format of Category 1 events in a particular discipline require different regulations.

1.5 General requirements for hang gliders

1.5.1 Definitions of hang gliders, as per General section.

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

1.5.1.1 Hang glider classes

Class 1: Hang gliders having a rigid primary structure with pilot weight-shift as the sole method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they operate symmetrically.

Class 2: Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

Class 3: Hang gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

Note: Paraglider Line Strength Requirements are set out in Chapter 12.

Class 4: Hang gliders that are unable to demonstrate consistent ability to safely take-off and/or land in nil-wind conditions, but otherwise are capable of being launched and landed by the use of the pilots legs.

Class 5 Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control in the role axis and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

1.5.2 Start of paraglider flight

A paraglider flight shall start by foot launch from a hill or by means of mechanical equipment (aero-tow, winch launch, etc.) except that wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.

1.6 Competition Flight Definitions

These definitions take precedence over the ones given in the General Section.

1.6.1 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.

1.6.2 A flight

A flight by a paraglider starting at take-off (1.6.1) and ending with the landing (1.6.6.1).

1.6.3 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.

1.6.4 Turnpoint

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

1.6.4.1 Rounding the turn point:

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

1.6.4.2 Turnpoints Sectors

A turnpoint 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.

1.6.5 Designated sequence

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

1.6.6 Finish of flight

1.6.6.1 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..

1.6.6.2 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 CIVL RECOGNISED 1ST CATEGORY EVENTS

2.1 General rules

The general rules for First Category events are contained in the General Section and Section 7 Sporting Codes. Local Regulations are rules for a particular event and may not conflict with Section 7, shall be approved by CIVL and not be subsequently changed.

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

2.2 World and Continental championships

The purpose of the championships is to provide safe, fair and satisfying contest flying in order to determine the world or continental champion in each class, and to reinforce friendship among pilots of all nations.

2.3 Authority and bids

2.3.1 Eligibility to Bid

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

2.3.2 Preliminary Bids

A preliminary bid must be received by CIVL three years before the proposed event.

2.3.3 Detailed Bids

The detailed bid is then presented to CIVL two years before it. Even in the case of previously 'un-awarded' championships, there must be at least a year between the bid and the event.

2.3.4 Practice Event

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

2.3.5 Invitations to Participate

As soon as possible after CIVL awards a championship, the organisers must send invitations to participate, with response forms, to all NAC's.

2.4 General organization

2.4.1 Championship flights

Shall be controlled in accordance with the regulations contained in the Sporting Code (General Section and Section 7) and the published local regulations for the event, using Local Regulations master document (Chapter 15).

2.4.2 Title of World or Continental Champion.

The following criteria must be met before the title of World or Continental Champion is awarded.

2.4.3 Duration of Championship

The total period of the championships shall not exceed 14 days including the opening and the closing ceremonies. Competitors are subject to all rules relating to championship flying throughout this period, whether flying a task or not.

2.4.4 Minimum Representation

In each Class, for world championships a minimum of 4 countries with a total of 8 competitors available to fly during the championship is required for the title of Champion to be awarded; for continental championships, a minimum of 3 countries with a total of 8 competitors is required.

2.4.5 Official practice period

There shall be at least one practice round made before the competition, if weather permits. This round shall be set, flown and scored under competition conditions except that the scores shall not be counted in the championship. All competition staff must be present for this round as the aim is to fully test all aspects of the organisation as well as to familiarise pilots with competition procedures.

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

2.4.6 Headquarters

The competition headquarters and all pilot information packs must be prepared before registration is scheduled to commence.

2.4.7 Number of rounds

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

2.4.8 Extension of flying

If there is to be a cut in the number of competitors during the event, refer to Chapter 5.2. In the event of continued bad weather a round may be flown or completed on the day reserved for the prize-giving, in order to validate the championship, but the total championship period may not be extended.

2.4.9 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.

2.4.10 Protests

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

2.4.10.1 Video Evidence

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.

2.4.10.2 Other Video Evidence

The 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 Competition Director.

2.4.11 The Organisers

Are responsible for travel, accommodation, meals and refreshments for the International Jury and Stewards.

2.4.12 The winner

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

2.4.13 The FAI Gold, Silver and Bronze medals

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

The Organisers may award further trophies and/or prizes.

2.5 Local regulations

2.5.1 The local regulations

These are the rules for a specific event prepared by the organisers for submission to and approval by CIVL. They must use the format in chapter 9 and be sent to the President of CIVL at least eight months before the event. CIVL should involve all stewards who will be working at an event in the approval process for the Local Regulations. Any version of the Local Regulations published by the organisers before approval by CIVL must display a clear and prominent statement to that effect. The entry application form and the proposed entry fee stating what is included in the fee shall be sent to CIVL at the same time. As a minimum the following should be included in the fee:

-
- One local map or aeronautical chart of an adequate scale which must clearly indicate ALL take offs, landing fields, vehicular access routes , restricted airspace and restricted areas.
 - Contest numbers, identity badges and all competition papers
 - Transport of gliders and pilots between HQ or pre-determined pick up point and the take-off site on each flying day

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

- Transport of gliders and pilots to and from the take-off site on practice days
- Retrieval from out landings along stated routes
- Packed lunches or restaurant coupons (with vegetarian option) on each flying day.

2.5.2 Entry Forms and Local Regulations

The entry application forms together with the approved local regulations and other information useful to competitors shall be published on the CIVL website and notified to delegates after approval and at least five months before the event. The organisers may additionally send this documentation direct to FAI member associations. They may also supply competitors with supplementary information on arrival at the championship site but the CIVL Bureau must have approved any matter intended to have the force of a competition rule as a minimum.

2.5.3 Failure to follow the time schedule

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

2.5.4 Measurement of distance

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

2.5.5 Changes to Local Regulations

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

2.6 Responsibilities of the organiser and the director

2.6.1 The NAC

The NAC Organising the championships shall appoint a Competition Director acceptable to CIVL not less than six months before the event. The CIVL Bureau must approve any change of Director. The Director shall take overall operational responsibility for the event including daily site selection. He is also responsible for:

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

2.6.2 The Competition Organiser

After the pre-competition the organisers must institute the changes requested by the steward unless the organisers present a written document explaining why these changes are undesirable. The final agreement between the organiser and the CIVL should include a requirement for a certain minimum number of competition staff personnel. The organisers must implement any safety recommendations of the CIVL experts.

At the Plenary prior to the competition, the Bureau will discuss the requirements with the competition organiser. If the competition organiser does not implement the requirements, the Jury President may suspend the competition until such a time that the requirements are satisfied.

The Competition Organiser must follow 3.11 Pilot Qualifications with regard to pilot entry criteria.

2.6.3 Safety Director and Safety Committee

2.6.3.1 Safety Director

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

2.6.3.2 Safety Director Responsibilities

The Safety Director is responsible for monitoring all aspects of safety. These matters include but are not limited to: wind speed, adverse weather conditions, in-air crowding and the presence of dangerous air traffic. Further duties are to prevent pilots launching with unsafe equipment. He must give a mandatory safety briefing to all pilots prior the start of championship flying. He should attend safety committee meetings and accept input from the Safety Committee. The Safety Director should collect accident reports and discuss the accidents with the Steward and present the conclusions at the pilot briefing.

2.6.3.3 Safety Committee.

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

The Competition Director is responsible for determining safe or unsafe flying conditions, while the Safety Committee serves as a check and balance for safety considerations. The ultimate responsibility for a pilot's safety lies with the decisions of the pilot himself and is not guaranteed by the actions or decisions of the Competition Director or the Safety Committee.

2.6.4 Pre-flyers

Experienced pre-flyers must be available. Further details are in Chapter 4

2.6.5 Emergency medical provisions

An emergency doctor or medical technician with proper equipment must be available at take off and the target during the competition. At least one should be able to speak English. The normal expected response time of suitable emergency evacuation transport (such as ambulance or helicopter) and time to nearest hospital has to be announced in the bid and in the local regulations. The Paragliding Accuracy Standing Subcommittee will determine whether a helicopter is required at the time a bid for a Category 1 bid is accepted.

2.6.6 Action in the event of a casualty or serious accident

The organiser shall follow the procedures outlined in the FAI document "Guidelines in the Event of a Casualty or Serious Accident at FAI Airsports Events", which is sent to Category 1 competition organisers by the FAI.

2.6.7 Competition Preparations

To avoid pilots travelling to Championships which may have their validity refused because of lack of preparation of the competition facilities, the CIVL will publish details regarding the competition preparations on the CIVL web site.

2.6.8 Video Evidence

At 1st Category events the 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

See also 2.4.10.1.

2.7 Programme and facilities

2.7.1 Provision of information

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

- Programme of the championships with dates and times
- Names of the Competition Director, key officials, including Jury and stewards, Chief Judge and Event Judge.

- General operational information, including medical and safety arrangements, repair facilities and communication information
- Meteorological facilities including daily forecasts with synoptic charts, and satellite presentation
- Airspace restrictions and any hazardous considerations
- Accommodation and food arrangements, including facilities for press and visitors
- Plans of airfields and hill sites to be used, showing take-offs and target area locations, administrative headquarters, car parks and spectator areas.
- Full list of documents and equipment to be provided by competitors
- A provisional entry list on request
- Details of extra language or interpreting facilities

2.7.2 Website

The organiser shall provide a competition website at least 6 months before the championship starting date. It shall give the information listed at 2.7.1 above and details of entry requirements, deadlines and procedures for the championship. A copy of the Local Regulations should be available for download from the site and a link provided to that document on the FAI/CIVL website. If Local Regulations are posted to the site prior to being approved by CIVL then they should be clearly marked "NOT YET APPROVED BY CIVL".

2.7.3 Ceremonies

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

2.8 Stewards and Jury

2.8.1 Powers and description

These are detailed in the General Section

2.8.2 Appointment of Stewards.

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

2.8.3 The International Jury

2.8.3.1 Nominated Jury

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

2.8.3.2 Authority of Stewards

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

2.8.4 Authority to Stop Event

The steward must report to the jury president if rules are not being applied. The Jury President can temporarily stop the event according to the rules of the General Section.

2.8.5 Funding of Jury and Stewards

2.8.5.1 By The Organiser

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

- An individual room in the equivalent of 2 star hotel, with, when available, air conditioning should the temperatures be above 30°C.
- Suitable dedicated transport for the Jury and Steward(s) must be provided. This transportation will consist of two vehicles in proper working order unless the Steward of the Pre-competition deems otherwise. This transport will be insured in full for accidental damage liability or the Organiser will indemnify the Jury and Steward(s) in respect of such costs.

- A suitable sum for out-of-pocket expenses must be allocated for jury members. The amount, which would be reasonable, will be agreed between the Jury President and the Competition Organiser. Jury members shall not be required to produce receipts for these expenses.

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

2.8.5.2 By CIVL

The CIVL is responsible for payment to the steward at 1st Category events and authorised test events of €50 per scheduled competition day, up to a maximum of 14 days. This payment is to be made after a correctly completed expenses form is submitted to the FAI Secretariat and approved as required by current CIVL procedures.

2.9 Team leader responsibilities

2.9.1 Liaison

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

2.9.2 Authority

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

2.9.3 Accidents

Each team leader is responsible for submitting a report to the Safety Director for any accident involving a member of his/her team. This shall be submitted prior to the team leaders meeting on the day following an accident. Each team leader should also be familiar with the FAI document Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sport Events, which is available from the FAI website.

2.10 Insurance

Documentary proof of insurance as specified by the organiser on the entry form or in the local regulations shall be made available to the organisers before starting to fly from the competition site.

2.11 Contest numbers

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

2.12 Registration and scrutineering

2.12.1 Reporting

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

2.12.2 Acceptance check.

All gliders must be made available to the organisers during the period of registration, for an acceptance check, in the configuration in which they will be flown. After the first competition flight of the first round on the first scheduled day no change of pilot or glider may be made except as specified under the conditions of 12.1.4. Damage to a competing glider.

2.13 Briefing

The Director shall hold a briefing for team leaders and/or competitors at the start of each competition day, at which full meteorological and operational information shall be given. Weather, airspace information, and any special requirements shall be in writing. If possible, a meteorologist prepared to answer questions from pilots shall give weather briefings.

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

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

All briefings must be conducted in English only.

2.14 Team leaders' meetings

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

2.15 Operational regulations

2.15.1 Compliance with the law.

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

2.15.2 Airworthiness.

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

2.15.3 Pre flight check

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

2.16 Flight safety

2.16.1 Dangerous flying conduct

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

2.16.2 Helmet and parachute

A helmet is compulsory and at 1st Category events it must be certified to EN966 standard. Pilots must carry a serviceable rescue parachute except when otherwise specified in the Local Regulations. Also see Chapter 12 for equipment standards and further safety requirements may be detailed in the local regulations.

2.16.3 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.

2.16.4 Fitness

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

2.16.5 Harness & other flying equipment

A pilot's flying equipment shall not be modified such that built in safety features are adversely affected. Harnesses and back protectors shall be certified to EN1651 and LTF09 standard or equivalent 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 15 cm above and below (measured on the inside of the curve) a horizontal line passing through the centre of the curve of the harness. See also 12.3.1.

2.16.6 Drugs

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

2.16.7 Pilot Competence

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

2.16.8 Collision avoidance

Competitors shall at all times adhere to the international rules of the air (*published by ICAO*). Ridge soaring, turning and landing patterns shall be complied with and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. Also see 2.24.3 (pilot separation).

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

2.16.9 Cloud flying

Cloud flying is prohibited and gliders may not carry gyroscopic instruments or other equipment permitting flight without visual reference to the ground. The organisers may include special instruments by type or name under this prohibition. Proven cases of cloud flying will result in a penalty being applied; this will be a maximum score for the round of the first offence and exclusion from the remainder of the competition for any subsequent offence.

2.16.10 Suspension, cancellation or stopping of a round

The Competition 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.

2.16.11 Ballast

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

2.17 Flying From Competition Site

2.17.1 Test Flying and Practice Flights

No competitor may take-off during a competition day from the competition site, nor approach the target landing, without the permission of the Director. This may be given for test flying but the pilot must not attempt to make a target approach. The Director may also allow competition pilots to fly to the landing field when the competition has been stood down but pilots should not attempt a target approach. Competition pilots must not fly as pre-fliers.

2.17.2 All Flying Banned

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

2.18 External Aid to Competitors

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

2.18.1 Radio

Voice radio transmitters are allowed for reasons of safety and communication between the team leader and pilots. Radios are not to be used during competition flight for the purpose of providing advantageous competitive information or coaching a pilot. Permitted safety frequencies shall be specified in the Local Regulations.

2.19 Rest Days

The director may declare a rest day or half day after four consecutive days of flying, unless this is the last day of the competition. The policy on rest days shall be declared before the first competition flight.

2.20 Start of a Round

The organisers may use any of the following start systems as agreed by CIVL at the time of the acceptance of the bid to run the championships. The local regulations shall state which is to be used.

2.20.1 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 90 second interval.

2.20.2 Start List/Flying Order

Pilot's 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.

2.20.2.1 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.

2.20.2.2 Final Round

When the Competition Director calls the Final Round (which may be Round 12 or an earlier round if the Competition 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..

2.20.3 Other start system proposal

A new proposal by an 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 organiser shall produce his proposals in detail before acceptance of his bid.

2.21 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 2.24.3) while not jeopardising their chances of reaching the landing area with sufficient height to make a considered target approach.

2.21.1 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.

2.21.1.1 Inability to Launch

At the Launch Marshal's or 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.

2.21.2 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 Competition 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..

2.21.3 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 (2.19.1).

2.21.4 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.

2.21.5 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.

2.21.6 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 competitors 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:

2.21.6.1 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.

2.21.6.2 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.

2.21.6.3 Judges Disagree

The judges are unable to agree an accurate score for any reason (see 5.1.2).

2.21.6.4 Safety Reasons

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

2.21.6.5 Distraction

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

2.21.6.6 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.

2.21.7 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 competition 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.

2.21.8 Target Obstruction

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

2.22 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.

2.23 Flight boundaries

The organisers shall specify in the local regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps.

2.24 Scoring

The overall results shall be computed according to the scoring system specified in Chapter 5 in conjunction with the Local Regulations.

2.25 Unsporting behaviour

Unsporting behaviour should be dealt with according to Chapter 11, Participant Incident Policy, and General Section 5.2.

3 ENTRY TO 1ST CATEGORY EVENTS

3.1 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 sex who may be entered by a NAC (if required).
- The number of pilots constituting a national team.

3.2 National entry

3.2.1 The organisers

Shall state in the Local Regulations the maximum number of competitors, which may be entered by a NAC, the maximum number of each sex a NAC may enter and the maximum number of pilots constituting a national team. After the start of the first round no change of pilot may be made.

3.2.2 NAC Confirmation

A responsible person from each NAC shall confirm to the organiser in writing, the selection of national team members and team leader (paper letter, fax, email are acceptable).

3.2.3 Women

Where there is no separate championship for women, the team size is X + 2.

3.2.4 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.

3.2.5 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.

3.3 Eligibility to Compete

3.3.1 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.

3.3.2 Organising Team

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

4 CIVL RECOGNISED 2ND CATEGORY EVENTS

4.1 General Rules

4.1.1 Conflict

The rules for 2nd Category events shall be based as far as possible on those for 1st Category events and shall not conflict with them in principle. Where 2nd Category events are also practice events for 1st Category events they shall use the sample local regulations in Chapter 9 and be run in accordance with Section 7C requirements for Category 1 events except for entry requirements and those for additional FAI officials.

4.1.2 Language

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

4.1.3 FAI Authority

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

4.1.4 Type of Event

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

4.1.5 Sporting Licence

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

4.2 Requirements

4.2.1 NAC Authority

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

4.2.2 Notice of Event

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

4.2.3 Application for Sanctioning

The organiser must provide the following a minimum of one month before the event inscription:

- A completed application form (available from the CIVL website) to the CIVL Competition Co-ordinator.
- The sanction fee to the FAI together with a copy of the application form.
- URL or e-mail address for international entries and details of fee payment method.

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

4.2.4 International Participation

In order to be recognised as a Category 2 event a minimum of 25% of the maximum places (with a minimum of 20) must be available to pilots from nations other than that of the organiser. The organiser should encourage international participation and should aim to attract pilots from at least two other countries.

4.2.5 Local Regulations

It is recommended that Local Regulations for a 2nd Category event should be available at least one month before the event takes place. Local Regulations should highlight where Rules differ from those of 1st Category events (but ensuring compliance with 4.1.1).

4.2.6 Site Requirements

For hill launch events, the minimum height differential between launch and landing can be reduced (from that specified in 5.3.1) to 150m, but never below. Minimum tow height must also not be below 150m.

4.3 Validation

4.3.1 Minimum Numbers

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

4.3.2 Maximum Numbers

The maximum number of competitors shall not be more than that permitted for a Category 1 event i.e. 150 pilots.

4.3.3 Minimum rounds

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

4.3.4 Maximum rounds

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

4.4 Results

4.4.1 Deadline for Submission

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

4.4.2 Results Format

All results should have the CIVL ID number for each pilot recorded. The format acceptable for input to the WPRS is a MS Excel (.xls or .csv) file with the results in the following order:

Name (first name followed by family name)
Nation (IOC abbreviated codes)
Total (score)
FAI_licence (number)
CIVL_Pilot_ID

Pdf files are not acceptable.

4.4.3 Finality of Results

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

4.5 World Pilot Ranking Scheme

Performance in 2nd Category events shall qualify for ranking points in the WPRS under the rules currently published for that scheme.

4.6 Complaints, Protests and Appeals

The method and timing limits for complaints and protests shall be stated in the local regulations and be in accordance with the FAI General Section. Organisers should specify at the first pilot briefing if a Jury is to be nominated in the case of a protest, and how such a Jury will be selected. If no announcement is made, the Meet Director's decision is deemed to be final. The rights of Appeal to the FAI are defined in Chapter 9 of the General Section and any such appeals should be directed through the NAC of the pilot concerned, except where GS states otherwise.

4.7 Safety

It is recommended that Category 2 events comply with the safety requirements for Category 1 events as well as any additional ones needed for local conditions. If not separate Safety Director is appointed for a Category 2 event the Competition Director must give a safety briefing to all pilots prior to the commencement of flying.

5 SCORING SYSTEMS & TARGET EQUIPMENT

5.1 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.

5.1.1 Recording of Scores

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 (from paragraph 2.21.6) plus the score gained on the re-launch.

5.1.2 Assisting injured pilots

A competitor who lands 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 Chapter 11, Guidelines for Assistance to a Pilot in Danger.

5.1.3 Score sheets

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

5.2 Scoring Method

5.2.1 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 speed system, stirrup or tow yoke) touches the ground before the wing does.
- 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.

5.2.2 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.

5.2.3 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.

5.2.4 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.

5.2.4.1 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).

5.2.5 Tied Scores

5.2.5.1 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.

5.2.5.2 Individuals:

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

5.2.6 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.

5.3 List of Penalties

5.3.1 Permitted Penalties

The Championship 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 Championship Director shall be at his discretion and may be one of the following:

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

5.3.2 Application of Penalties

The Championship 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.

5.4 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.

5.5 The Target

5.5.1 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 Competition 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; the minimum height difference is to be 200 m.)

5.5.2 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 at the minimum recommended height (150m), 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 Competition Director.

5.5.3 Measuring Device

The centre of the target must be an automatic measuring device with a dead centre disc of 3 cm in diameter in a contrasting colour, preferably yellow on a black background. The automatic measuring device must be capable of measuring to a minimum distance of 15 cm in increments of not more than 1 cm. 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.

5.6 The Measuring field

The Measuring Field shall be a flat area where competitor's 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 0.5 m, 2.5 m, 5 m and 10 m radius, centred around the dead centre.

5.6.1 Size

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

5.6.2 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.

5.6.3 Limitations on Access

The Chief Judge 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 10 m radius from the target). The border of the area shall be marked.

5.7 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 5 m 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 guylines. 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.

5.8 Wind Speed Recorder

The wind will be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m 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 2 meters above ground level for the completion of the competition.

6 CHECK LISTS FOR CHAMPIONSHIP ORGANISERS

CIVL has produced a Guidebook for Competition Organisers which is available for downloading from the CIVL website at http://www.fai.org/hang_gliding/documents/. This should be consulted as part of the competition preparations, as should the publication Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sport Events, which is provided to organisers of 1st Category events by the FAI Secretariat.

6.1 Preparation

Preparing a bid to organise a championship.

- Finance and sponsorship. Is there enough money to run the event?
- Timescale. Is there enough time to organise the event properly?
- Bid preparation for CIVL. Dates, detailed information package, Local regulations problems or queries, sanction fee for 1st category events. Check number of medals ordered, wording for certificates.
- FAI Entry Rule. Will any FAI member be refused entry to country?
- Customs. Inform customs at all main entry points of championship and nature of equipment which will accompany pilots. Inform team leaders which customs points have been notified.
- Visas/Vaccinations. What might be required.
- Team & pilot registration/entry forms
- Timescale for sending out request for provisional entries, official entry form printing, return of entry form date, entry fees.
- Entry form preparation: See chapter 10.
- Sites. Suitability, accessibility, availability, permissions for use
- Airspace. Free or available above take-off and landing areas, prohibited areas,
- Radio. Permission to use and on what frequencies (air band or 2 meter), licence requirements.
- Mobile phone coverage
- Meteorology. Period of best weather (temperature), forecasts during the event. Satellite weather monitor.
- Maps of flying area. Take offs, target area, and access, alternative landing, parking etc..
- Rescue/Medical Services. Doctor (language skills), first aid and ambulance or helicopter availability including response times.
- Event Headquarters. Suitability, location, communication equipment.
- Director and key officials. Qualifications, languages, availability.
- Local facilities. Hotels, camping sites, car hire, shops, repair facilities.
- Insurance. Required cover for organisers and for competitors, including public liability.
- Entry Fee. Amount, what is covered by fee. Currency exchange.
- Early arrivals. Practice days.
- Guest pilots (continental championship). Eligibility, invitations.
- Championship information. If a website is the main means of disseminating information about the championship this must be complete with all relevant information at least 60 days before the closing date for entries.
- Compliance with FAI Code on the Environment (see FAI website)

6.2 Flying sites

Hill sites Location. . Wind direction, height above valley/target, configuration, surface, size of take-off area, power wire and other hazards, helicopter landing space, car park, shade/shelter, refreshments, toilets.

- Distance to site(s). Road access suitable for private cars or only 4-wheel drive vehicles or organiser's trucks, cable car or mountain railway to take-off area, parking available part way up for cars not going to top, organiser transport arrangements to sites.
- Parking and pilot transport to launch.

Tow sites. Field large enough in all wind directions, access, hazards, no go areas, car park, shade/shelter, refreshments, toilet facilities, noise issues, spectator areas, launch/target access & communications.

Target area. Flatness of terrain, approach hazards. Facilities for judging team, pilots & officials. Proximity to HQ. Spectator area.

- Judging team equipment: wind socks, wind speed recording devices, electronic pads, fichets, measuring tape, mat(s), signalling devices, scoring etc
- Target/Launch communications. Each launch marshal to have a radio where more than one launch is used.

Flying area. Type and suitability of terrain. Unlandable and built up areas difficult to avoid, suitable alternative/emergency landing fields, road traffic problems, any prohibited

landing areas, nature reserves or other sensitive nature areas nearby

- Weather. Site prone to low cloud, possibility of wave or fohn, time of day for thermal activity
- possibility of residual lift late in afternoon, known turbulence areas and type of conditions.
- Start marshalls. Name of marshall(s) in charge at take-off site(s), number of helpers, take-off area equipment (windsock, first aid, etc). Winch team, equipment (signalling, weak links, radio communication between take off and winches etc)
- See also Section 7C Chapters 5 & 8.

6.3 Headquarters

- Building suitable for large competitor . reception/meeting area, including notice board etc
- Secretarial/admin staff office
- Director/scoring office with computer room
- Jury/meeting room
- Glider store area
- Sales point/press room.
- Communications: Telephones, fax, word processors, copiers, internet access for organisers & competitors
- Office furniture. Enough for efficient working.
- Notice boards for briefing timings, weather forecast, results, Local Regulations, organiser announcements, news cuttings, general (lost, found etc), large black/chalk board for urgent notices and messages.
- Office consumables. Enough paper, pens, gluesticks, tippex, notepads, waste-baskets etc. ruler and usual office equipment.
- Administrator: Name of person in charge of HQ office, number of helpers available.
- Specialist staff: scoring computer operator, press secretary, social and ceremonies secretary, newsletter editor if appropriate. Liaison with police, military, public services, municipality, environmental organisations (if necessary), VIPs.
- Proximity of refreshments, restaurant, toilets, wifi network, public telephone, post-box etc.
- Liaison with police, military, public & emergency services

6.4 Local regulations and reports

Local Regulations preparation and Reports to FAI

- Local Regulations doc. Use document in chapter 9. Any proposals for additions or modifications to be requested when presenting the bid to CIVL.
- Report to FAI This has to be sent to FAI as soon as possible after the event (48hrs), and must include full results, number of protests and any special difficulties. Publicity photographs can be sent. Photographs may be sent during the event to the FAI office by e-mail. Copy has to be sent to the President of CIVL.

6.5 Forms and briefing notes

Officials should be supplied with tough clipboards, pens etc. so that they can work effectively.

Forms needed include:

- Final correct entry list giving pilot name, nationality, age, paraglider type, competition number
- Take-off order list
- Request in local language for help or telephone for pilot, if necessary
- Score sheets headed by date and round number
- Team score sheets - All forms must have space for time/date and compiler's name.
- Identity/name badges for all participants (competitors & officials),
- Medal/mementos for all Competitors & team leaders.

7 SANCTION FEES

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

7.1 First Category Events

7.1.1 Amount of Fees

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

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

Continental Championships: €3,200

7.1.2 New Events

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

7.1.3 Method and Timing of Payment

Deposit payable when presenting bid (all first-category events): €640, refundable if the bid fails.

The top 3 nations in the WPRS at the time the Local Regulations are approved by CIVL shall pay their entry fees direct to the FAI and that this will be held as a deposit. If the event is deemed successful then the Sanction Fee is paid from these funds and the remaining moneys are paid to the organiser.

The Countries which will pay their entry fees directly to FAI will be announced in the CIVL approved local regulations for the event. Any unpaid sanction fees, FAI official's expenses and any performance financial penalties may be deducted from these entry fees.

7.2 Second Category Events

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

7.3 Payment of Fees

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

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

FAI bank account details:

Crédit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland

Account name	Fédération Aéronautique Internationale
	Account Number (Euro): 0425-457968-32
	IBAN Code: CHF31 0483 5045 7968 3200 0
	SWIFT/BIC Code: CRES CHZZ 10A

8 PRE-FLYERS

8.1 Objective

The object of pre-flyers is to assist the Director in deciding when to start take-offs, and to provide information to competitors about the flying conditions.

8.2 Timing of Flights

They must be used at the start of each competition day and after significant periods of stand down. This period will be defined in the Local Regulations..

To give the Competition Director the information he needs, the pre-flyers must fly when and where he wants them and they must attempt to land at the target, because their performance will provide the competing pilots with information on weather conditions.

8.3 Status and Expertise

Pre-flyers not be members of teams. They must be a part of the organization and receive similar benefits as other helpers. It should be recognised that pre-fliers are valuable at assisting both organisers and pilots in assessing flying decisions.

Pre-fliers should be pilots of equivalent skill to the competitors and given that status.

8.4 Other Flyers

Free flyers and personnel associated with teams must not be permitted to fly from the competition launch on competition days. It is particularly important that they do not make a target approach. On days when media flying is to take place the Meet Director is to brief Team Leaders and FAI Officials in advance.

8.5 Meet and Safety Directors

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

9 LOCAL REGULATIONS

9.1 Purpose

Local Regulations are provided to supply team leaders and pilots with information and rules which are additional to those already published in the General Section of the FAI Sporting Code and this section. They should also cover those areas where Section 7C or the General Section give discretion or a choice in the rule. They should not repeat material that is published in the other documents.

9.2 Hierarchy

Local Regulations may not conflict with rules already published in either the General Section or Section 7C of the FAI Sporting Code. The hierarchy of rules is that Section 7C takes precedence over Local Regulations and the General Section takes precedence over Section 7C.

9.3 Format

Local Regulations for FAI First Category events are to be in the order and format used in this sample so that team leaders and pilots become familiar with a consistent layout and order of content. This format should also be used for the practice event prior to a Category 1 championship.

9.4 Sample

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 organisers may propose additions or modifications to this CIVL Local Regulations document.

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

The title page of the Local Regulations must include:

LOCAL REGULATIONS FOR THE

.....

CHAMPIONSHIP

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

Full title of the championships

Location, 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. (Section 7C; 2.2)

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 Marshall

Meteorologist

International Jury : President

Members

.....

Stewards

.....

.....

(Give nationality of Jury and Stewards).

1	ENTRY	Section 7C Referenc es
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.	2.9
1.2	Applications and fees not received by the entry deadline may be refused.	
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>	7.1.3
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.	2.15
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>	2.11
2.3	Number of rounds There will be a maximum of <i>(max 12)</i> full rounds completed within the time available. A minimum of three rounds must be completed to validate the competition.	2.4.7
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 <i>(maximum)</i> 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.	2.23.2 2.23.2.1
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> .	2.14
3	REST DAYS Policy for Rest Days will be notified before the start of the competition <i>(if not specified here)</i> .	2.22
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.	2.16 2.17
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.	5.5,5.6

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 Competition 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>	2.24.1.1 2.24.1
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>	2.24.2 2.27.1
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>	2.23.1
7.4	<p>Final Approach 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>	2.24.5
7.5	<p>Landing 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>	5.1.1 5.4 5.1.1
7.6	<p>Maximum Wind Speed The maximum permitted wind speed for the purposes of competition scoring is(7.0 m/s default)</p>	2.24.7
7.7	<p>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.</p>	2.24.4
8	<p>Pre-fliers The official Championship's Pre-fliers 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-fliers will fly after significant periods of stand down of Hour(s) or more. Feedback from pre-fliers will be communicated to all pilots at launch and target directly after all such flights.</p>	4
9	<p>Scoring</p>	

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.	5.1.3 2.4.12
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.	5.1.4 5.1.4.1
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.	5.1.6
9.4	Penalties Specify the penalties that may be imposed by the Meet Director.	5.2
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.	8.2.2
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.	8.2.1
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	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: Competition Director (or her Deputy), Launch Marshall (or Deputy), senior member of Judging Team, minimum of two experienced participating pilots (one of them a foreign pilot). The Safety Director's responsibility will be to monitor all aspects of safety. These include but are not limited to: <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 The Safety Director in conjunction with the Competition Director may stop the competition for reasons of safety. Any decision taken by him will be reported to the Jury President.	2.6.3
11.2	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).</i> <i>Helicopter not mandatory, but state if available, with response times etc.</i>	2.6.5
12	OPERATIONAL REGULATIONS Specify any national laws and Rules of the Air that pilots must comply with.	2.18.1

12.1	<p>RADIO TRANSCEIVERS <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. Radios are not to be used for the purpose of providing advantageous competitive information or for coaching. Radios or other communication devices are not to be used during competition flights, other than for emergencies. 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>	2.21.1
12.2	Specify any controlled airspace, prohibited flying areas, landing areas and sensitive areas (nature reserves etc)	2.26
13	<p>COMPLAINTS AND PROTESTS Complaints and Protests will be dealt with according to the procedures in Section 7C and General Section. A complaint may be made to the Competition Director or her 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 or her deputy. 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>	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>	

Annex A to Sample Local Regulations

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 ID N°	Pilot	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 7.1.3)/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 5.11.of Section 7.
 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 Annex B is mandatory and must be signed by the pilot and witnessed or the additional documentation specified in 2.12.2.4 produced for prototype gliders.

WAIVER OF LIABILITY. The waiver at Annex 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:

Annex B to Sample Local Regulations

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 certified by one or more of the

internationally recognized certifying bodies (namely the DHV, AFNOR or SHV). 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

but instead comply with Section 7C 12.1.2.4

Annex C to Sample Local Regulations

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 to200_ "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: _____

Annex D to Sample Local Regulations**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 Protestor	
Signature of Team Leader	
Time/Date of Protest	
Signature of Meet Director receiving the protest	
Protest fee paid	

Sheet ____ of ____

10 GUIDELINES FOR ASSISTANCE TO A PILOT IN DANGER

All pilots must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!"
A pilot witnessing any kind of accident must try to inform the organiser as soon as possible using the safety radio frequency.

It is recommended that all pilots have first aid qualifications.

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

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

10.1 Rescue actions in competition

10.1.1 The objective:

- To propose to the pilots a list of things to do when they are giving assistance to a pilot.
- To propose to the organiser an idea for a procedure for the rescue service.

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

10.1.2 Organization duties:

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

10.1.3 Obligations of the injured pilot.

If he is physically able, the pilot must:

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

10.1.4 Obligations of pilots who witness an accident.

If at all possible, the pilot must:

- Contact control and state that: I am a witness of an accident at such place.
- The injured has a glider of such construction....., such colour.....
- I can/can't land close to him
- What must I do?
- If possible, His name is.....his number is.....Can he speak, can he move ?

10.1.5 Waiting for the organization decision and then

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

10.1.6 If radio contact with the organization is impossible

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

10.1.7 Further information to give to organization on reaching the injured pilot

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

10.1.8 Protect & rescue the injured pilot

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

10.1.9 Once discovered

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

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

11 PARTICIPANT INCIDENT POLICY

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

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

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

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

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

The following guidelines are provided for such abusive behaviour.

11.1 Procedure

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

11.2 Lesser offences

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

Punishment (in order of severity)

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

11.3 Serious offences

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

11.3.1 Punishment

in order of severity

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

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

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

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

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

12 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

12.1 Paragliders and Associated Equipment

12.1.1 Paragliders and other equipment

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

12.1.2 Competing gliders

12.1.2.1 Class

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

12.1.2.2 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 organization. A prototype certificate requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See chapter 13 "Paragliding Line 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.

12.1.2.3 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 2.12.2.4.

12.1.2.4 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 chapter 13.1 "Paragliding line Certificate"
- A manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.

12.1.3 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 2.18.4. Damage to a glider).

12.1.4 Damage to a competing glider

Any major damage shall be reported to the organisers without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical make and model, or one of similar performance.

12.1.5 Airworthiness checks.

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

12.1.6 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 prototypes 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.

12.2 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:

- 1 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: _____

12.3 Other Equipment

12.3.1 Harnesses

From 1st May 2011 all harnesses and back protectors used in 1st Category championships must be certified to EN1651 and LTF09 or equivalent.

12.3.2 Helmets

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

13 JUDGING

13.1 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.

13.2 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.

13.2.1 Composition

Judging team consists of 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
Fichet Judges	3	3
Total	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

13.2.2 Nomination

Members of the Judging Team are nominated by:

Judge	FAI Cat 1 Nomination	FAI Cat 2 Nomination
Chief Judge	CIVL	Organiser
Event Judge	CIVL in consultation with Chief Judge and organiser	Organiser in consultation with Chief Judge
Fichet Judges	Chief Judge in consultation with Event Judge and organiser	Organiser in consultation with Chief Judge

13.2.3 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.

13.2.4 Experience Levels

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

Judging Appointment	Required Experience
Fichet Judge	Attended judging training in last 12 months Or Attended judging training and performed as fichet judge twice (at least at FAI Cat 2 level) in last 2 years
Event Judge	Attended judging training And Acted 4 times as fichet judge in last 3 years
Chief Judge	Attended judging training And Acted at least twice as Event Judge in last 4 years (at least once at Cat 1)

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

Judging Appointment	Required Experience
Fichet Judge	Attended judging training in last 24 months

	Or Attended judging training and acted as ficht judge once in last 3 years
Event Judge	Attended judging training And Acted twice as ficht judge in last 3 years Or Acted as Event Judge in last 3 years
Chief Judge	Attended judging training And Acted as Event Judge in last 3 years Or Acted as Chief Judge in last 3 years

13.2.5 Language Skills

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

FAI 2nd Category competitions: at international events, composition of judging team, official language is English. The Event Judge and Chief Judge must be able to deliver briefings, instructions and reports in English.

13.2.6 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,

13.3 Responsibilities

13.3.1 Ficht Judges

The Ficht Judge team will consist of three members, positioned at 120 degrees to each other with one judge up wind and approximately on the wind line, within the measuring field.

- The Ficht 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.
- If the first point of ground contact is off the automatic measuring device, but within measuring field, the ficht 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.

13.3.2 Event Judge

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

- checking landing area setting,
- the smooth running of the target area,
- to produce a roster 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 of to target.

If the Event Judge considers that conditions are becoming dangerous, EJ 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.

13.3.3 Chief Judge

The Chief Judge is responsible for the following:

- Ensuring that correct judging standards are maintained by all members of the judging team.
- Assembling and briefing all judges prior to the commencement 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 at least two 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 these information to CIVL.
- Conferring with the Competition Director as soon as a request has been made to temporarily stop the competition.

The Chief Judge will not interfere with the running of the target area unless it is considered that the Event Judge is not in full or proper control. In certain circumstances, i.e. lack of a full judging team, the Chief Judge may stand in to take over the duties of the Event Judge as a temporary measure.

The Chief judge can decide on video evidence review according to 2.6.8.

13.4 Judging equipment

13.4.1 Clothing

Fiche judges shall wear clothes (vests) of very visible colours (red, yellow...)

13.4.2 Metering:

Fiche 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.

13.4.3 Signalling

Signalling equipment consists of a red flag or cross made from two stripes of bright colours to indicate the target is closed.

13.4.4 Communication

The organiser must provide communication equipment to facilitate communication between Meet director, Chief Judge, Event judge and Launch marshal.

13.4.5 Shelter

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

13.5 Supporting Services

Organisers must provide the following supporting services / duties:

13.5.1 The Recorder

The Recorder will repeat, in English, and record on a official log sheet a Competitor's score, which is called by the fiche 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.

13.5.2 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.

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.

13.5.3 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.

13.6 Judges Training

Judges training is organised and funded by organiser of competition or by NAC. Lecturer are senior judges appointed by CIVL. Depending on availability of funds, CIVL may cover travel expenses for lecturer.

13.6.1 Programme

Judges training consists of 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 practical part is performed on real site with pilots landing.

13.7 Judges Database

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

13.7.1 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.

14 **ADVICE ON PREPARING A PROTEST**

The current version of the CIVL Jury & Steward Handbook contains comprehensive instructions on the procedures involved when a protest is submitted at a 1st Category championship. These notes are intended as a guide to team leaders or individuals preparing protests.

14.1 Hierarchy of Rules

This will be:

- FAI General Section.
- Section 7, i.e. this book.
- The Local Regulations.
- Any supplementary notices issued subsequently which may have had an effect upon the published rules.

14.2 Procedure

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

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

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

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

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

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

The protest should finish with signature, date and time.

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

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

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

14.3 Jury Action

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

15 AWARDS CEREMONIES AT 1ST CATEGORY EVENTS

15.1 Introduction

In the past, organisers of FAI Category 1 championships had no clear guidance on how to structure award ceremonies. As a result, the standard of these ceremonies has varied greatly from one event to another and was sometimes of unacceptable quality. To ensure consistency at all FAI Category One event ceremonies, and guarantee that minimum standards of dignity and protocol are adhered to, a standard format for Awards Ceremonies at FAI Category One events has been agreed and is the basis for the following protocols.

15.2 Award Ceremony Procedure

15.2.1 Preparation

- The awards podium, FAI flag and the flags of the medal winners and National Anthem of the individual Gold Medal winner and the winning team will be prepared in advance.
- The awards podium will be set up in the following configuration:
 - Silver: Left-hand side (as viewed by spectators) - Second highest podium (2)
 - Gold : Center - Highest Podium (1)
 - Bronze: Right-hand side – The same height or slightly lower than Silver (3)
- Flags and anthems: the organiser shall ensure that (equal size) flags and items of all nations represented are present and available at competition ceremonies.
- A person from the organising staff should escort medal winners to a medal staging area.

15.2.2 Procedure

- The announcer will introduce the award ceremony and then announce each category/class (as appropriate) receiving medals as the winners move into the podium area in order and take up a position behind the awards podium. A member of the organising staff should be on hand to guide competitors to the appropriate position and the order in which competitors move into the area must be in a sequence so as to position the medal winners behind the correct podium.
- The announcer must mention who (with appointment or title) will award the medals and diplomas (this may be the FAI President, Air Sport Commission President, his/her designee or a local dignitary).
- The winning pilots or teams will be called forward by name and country, one by one separately, and in reverse order i.e. Bronze – Silver - Gold. The medal winners will step up onto the podium only when called by the announcer.
- The first Medal-winning individual or team (Bronze) will step up onto the podium, and the medal and diploma will be awarded. Next the Silver-medal-winning Individual or Team will be called to the podium and will receive the medal and diploma, followed finally by the Gold medal presentation, using the same procedure. A moment will be allowed after the award of each medal for photographs.
- After all medals have been awarded, the anthem of the Gold Medal-winning individual or team will be played as their country's flag is raised (if the winner is not representing a country, play the FAI anthem). The flagpoles must be of different heights, with the tallest in the centre for the flag of the 1st placed competitor or team, and two shorter ones to the right and left for the 2nd and 3rd placed competitors or teams. All flags must be raised to the top of the poles. The flag poles must be of an appropriate height for their location, so as to give a distinguished look to the flag ceremony.
- The individual or team winners will pose for group photographs for a minute before stepping off the award podium.
- First, 2nd, and 3rd placed competitors, and 1st, 2nd, and 3rd placed National teams, must attend the awards ceremonies. Furthermore, all competitors are expected to attend the awards ceremonies.

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 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
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
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 feminine gender unless the context indicates otherwise. <i>Italics are used for explanatory notes.</i>
WPRS	World Pilot Ranking Scheme