



# FAI Sporting Code

*Fédération  
Aéronautique  
Internationale*

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## **Section 7C – Class O Paragliding Accuracy Paragliders Classe 3**

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- 1 FAI Statutes, ..... Chapter 1, ..... para. 1.6
  - 2 FAI Sporting Code, Gen. Section, ..... Chapter 4, ..... para 4.1.2
  - 3 FAI Statutes, ..... Chapter 1, ..... para 1.8.1
  - 4 FAI Statutes, ..... Chapter 2, ..... para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
  - 5 FAI By-Laws, ..... Chapter 1, ..... para 1.2.1
  - 6 FAI Statutes, ..... Chapter 2, ..... para 2.4.2.2.5
  - 7 FAI By-Laws, ..... Chapter 1, ..... paras 1.2.2 to 1.2.5
  - 8 FAI Statutes, ..... Chapter 5, ..... paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
  - 9 FAI Sporting Code, Gen. Section, ..... Chapter 4, ..... para 4.1.5
  - 10 FAI Sporting Code, Gen. Section, ..... Chapter 2, ..... para 2.2.
  - 11 FAI Statutes, ..... Chapter 5, ..... para 5.2.3.3.7
  - 12 FAI Statutes, ..... Chapter 6, ..... para 6.1.2.1.3

**Editor's Note:**

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

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

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# 1 INTRODUCTION AND FLIGHT DEFINITIONS

Section 7C of the FAI Sporting Code is the subset of Section 7 (or “Common Section 7”) dedicated to Paragliding Accuracy Championships. This document must be read in conjunction with Section 7, Section 7 Guidelines and Templates, and the General Section.

This document defines rules for 1<sup>st</sup> Category Events. For other 2<sup>nd</sup> Category Events, see Common Section 7-15.

The Judging Code is now published as a separate Annex to S7C.

## 1.1 *Flight Definitions*

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These definitions take precedence over the ones given in the General Section. Additional definitions relevant to paragliding can be found in the Section 7A Cross Country.

### 1.1.1 **Launch/Take-off**

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

### 1.1.2 **A Flight**

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

### 1.1.3 **Free Flight**

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

### 1.1.4 **Turnpoint**

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

### 1.1.5 **Rounding the Turnpoint**

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

### 1.1.6 **Turnpoint Sectors**

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

### 1.1.7 **Designated sequence**

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

### 1.1.8 **Finish of flight**

#### 1.1.8.1 **Landing point**

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

1.1.8.2 Target

Up to a maximum 10m radius, measured from the edge of the dead centre disc on the automatic measuring device, and delineated by concentric circles. The target is the area within which a pilot's first point of foot contact is measured, in centimetres from the edge of the dead centre disc.

1.1.8.3 Automatic Measuring Device

The electronic pad, as specified in 5.4.2.

1.1.8.4 Target area:

The area surrounding and including the target. Within the target area will be wind indicators, judging table, video tripod, ambulance, spectator area, etc.

## **2 ENTRY AND REGISTRATION**

### **2.1 Entry**

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The Local Regulations shall state:

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

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

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

The number of pilots constituting a national team.

### **2.2 Eligibility to Compete**

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#### **2.2.1 Qualifications**

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.

Winch towing:

Pilots must have documentary proof of paraglider tow launch experience. Either:

- NAC licence or letter specifying tow rating, qualification or experience.
- Flight logbook or certificate signed by organisers of a FAI sanctioned tow launch competition.
- Certificate of completion of a tow training course.

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.

Hill launch:

Competitors must have good nil-wind as well as strong wind take-off skills.

### **2.3 National Entry & Allocation**

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An organiser may choose whether to use 2.3.1 or 2.3.2

#### **2.3.1 National entry**

The maximum number of pilots that a NAC can enter in the competition will be stated in the local regulations.

#### **2.3.2 Team Size**

In World Championships, the maximum number of pilots that a NAC can enter in the National Team is 7, not exceeding 5 of the same sex.

In Continental championships, the maximum number of pilots that a NAC can enter in the National Team will be stated in the local regulations.

#### **2.3.3 Allocation**

Places are allocated to nations, one by one, in order from the top nation in the WPRS nation ranking down to the last ranked nation; if any places are still available, the process starts at the top again. This process will continue until the maximum number of pilots is reached or until 60 days before the start of the championship or otherwise stated in the local regulations. The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts.

### **2.3.4 Mixed Championships**

The base for all nations is one pilot plus two female pilots (1+2).

The allocation is done according to 2.3.2, but in this process the places allocated to the female pilots in the base team size cannot be filled by a male pilot in any round of allocation.

### **2.3.5 Host Nation**

The host nation shall have the opportunity of entering the same number of pilots as the top nation, except that in mixed championships they may not enter males as substitutes for females with places allocated under the 1+2 rule.

## **2.4 Registration**

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Each competitor will be required to present:

- Proof of identity.
- Satisfactory evidence of glider airworthiness.
- Proof of valid insurance as detailed.
- Proof of towing experience if needed.

Each competitor will be requested to sign:

- Waiver declaration (agreement on release of liability).
- Certified glider statement.
- Entry form.

## **3 ROUNDS**

### **3.1 Take-off area**

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Main take-offs must be described precisely on the competition website.  
The Local Regulations must give the GPS references of these sites.

Competition website should include as a minimum:

- 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, tensiometer, weak links etc.). Minimum/typical tow height, target size and location options, wind directions.
- Maps etc. if appropriate.

### **3.2 Start of a Round**

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#### **3.2.1 Launch Intervals**

Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The launch interval shall be 1.5 minutes between pilots (unless specified by the Local Regulations) adjusted by the Launch Marshal.

#### **3.2.2 Start List/Flying Order**

Pilots take-off in a scheduled order. At registration, each nation's team members will be allocated a number 1, 2, 3 etc. At the start of the contest, teams will be drawn at random to determine flying order. Then, all the number 1s from each team fly first, followed by number 2s, 3s etc. At registration, the Team Leader will confirm the flying order of his team members.

#### **3.2.3 Final Round**

When the Meet Director calls the final round (which may be Round 12 or an earlier round if, due to time restraints, the Meet Director declares in advance that this will be the final round of the competition), pilots shall launch in reverse order of their current competition position.

##### **3.2.3.1 Reverse Order**

The Meet Director may choose to start any round, after the first round, with pilots launching in reverse order of their current competition position, providing it is announced to all pilots such that they can travel to the take-off area in sufficient time to prepare.

#### **3.2.4 Maximising Flights**

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

#### **3.2.5 Round Validity**

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

### **3.2.6 Other Start System Proposal**

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

## **3.3 Flying the Round**

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Pilots should follow any flight course recommendations provided at the briefing and not delay their approach unnecessarily. However, competitors need to maintain good pilot separation (see 3.3.5) while not jeopardising their chances of reaching the landing area with sufficient height to make a considered target approach.

### **3.3.1 Taking-off**

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

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

### **3.3.2 Suspension or Stopping of a Round**

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

### **3.3.3 Failed Take-off**

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

### **3.3.4 Inability to Launch**

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

### **3.3.5 Pilot Separation**

Pilots flying shall 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 (S7C 6.3or Common Section 7-9.1.2).

## **3.4 Target Landing**

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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.

### **3.4.1 Final Approach**

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

### **3.4.2 Target Obstruction**

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

### **3.4.3 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 on the target will clearly wave a red signal flag.

### **3.4.4 Wind Speed Limitations**

The maximum permitted wind speed, as measured in the target area 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 area, consistently during consecutive competition flights, the Meet Director should consider halting the competition until the wind has eased sufficiently. The upper winds, which are not measurable, are not taken into consideration, except for matters of flight safety.

### **3.4.5 Out Landings**

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

### **3.4.6 Flight Boundaries**

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

## **3.5 Re-launches**

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

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

### **3.5.1 Wind Speed**

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

### **3.5.2 Target Obscured**

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

### **3.5.3 Judges Disagree**

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

### **3.5.4 Safety Reasons**

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

### **3.5.5 Distraction**

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

### **3.5.6 Judges' Discretion**

At the 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 to the target and/or he makes a signal that must be described in the Local Regulations.

## **3.6 Video Evidence**

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The Competition Organiser shall arrange a video recording of landings on the target with a fixed or tracking camera. The video recording can be used as an additional source of evidence only if:

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

### **3.6.1 Amateur Video Evidence**

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

### **3.6.2 Jury Decision**

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

## **3.7 Rest day**

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The Meet Director may declare a rest day or half day after four consecutive days of flying, unless this is the last day of the competition, and providing a minimum of six rounds have been completed. A pre-scheduled rest day or half day can only take place if the above conditions are met. The scheduled rest day or half day may be changed due to forecast inclement weather conditions.

On rest days, no obligation must be imposed by the organisers to pilots, team leaders and FAI Officials.



## **4 TARGET**

### **4.1 Location - Guideline for Hill Launch Setting**

The location of the target must allow landing from any direction. Positioning of the target will be at the discretion of the Meet Director after advice of the Safety Committee. 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

### **4.2 Location - Guideline for Tow/Winch Launch Setting**

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

### **4.3 Automatic Measuring Device**

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

### **4.4 The Target**

The target shall be a flat area where competitors' scores are measured. It is represented by a clearly marked circle with the automatic measuring device in the centre. Clearly marked circles must be set at 0.5m, 2.5m, 5m and 10m radius, centred on the dead centre. The marking of circles is indicative and not intended for scoring.

#### **4.4.1 Target Size**

The minimum radius of the target shall be 5 meters. Target size shall be stated in the Local Regulations. If the organiser wants to measure to less than 5 meters, this must be stated in the Local Regulations.

#### **4.4.2 Construction**

The target should be of such material (grass, sand, carpet etc.) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken.

#### **4.4.3 Limitations on Access**

The Chief or Event Judge will determine the area around the target that will be restricted to duty competition Officials only. This shall be a minimum 10m radius from the target. The border of the area shall be marked.

### **4.5 Wind Direction Indication**

A high visibility windsock and wind direction indicator will be located in the target area and at a minimum of 5m above ground level. The windsock shall be a minimum of 2.5m in length and designed to fly horizontally in winds of 7m/s. It shall be free to fly, and not obstructed by guy lines. It shall be bi-coloured in bright colours such as signal orange, luminous orange, pink or green, in contrast to the target 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.

#### **4.6 *Wind Speed Recorder***

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

## **5 SCORING**

### **5.1 Competition Validity**

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For the championship to be valid, at least three rounds must have been scored.

No more than twelve scored rounds are allowed. The Local Regulations shall state if less than twelve rounds are programmed.

### **5.2 Scoring**

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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 1<sup>st</sup> Category event.

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

A scoring system should be linked to a 'live scoring' facility, preferably online, but also displayed for spectators in the landing area. This will become mandatory from January 1st, 2017.

### **5.3 Recording of Scores**

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#### **5.3.1 DNF, DSQ, Absent**

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 marked absent and accorded a maximum score for all subsequent rounds not flown.

A pilot who is disqualified for the event shall no longer be counted as a competitor for the purposes of scoring.

#### **5.3.2 Score Sheets**

Score sheets shall be labelled Provisional and Official as appropriate, and marked with the date and time of issue.

### **5.4 Scoring Method**

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#### **5.4.1 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 on the dead centre disc.

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

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

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.

#### **5.4.2 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.

#### **5.4.3 Individual Scores**

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

#### **5.4.4 Team Scores**

In World Championships, the nation's team score for each round will be calculated as the aggregate score of the four best scores of the team. If any nation has fewer than four 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.

In Continental championships, 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.

There is no dropping of the worst score in team scoring.

#### **5.4.5 Tied Scores**

##### **5.4.5.1 Teams**

In the event of any tie between the 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.

##### **5.4.5.2 Individuals**

In the event of a tie between any of the first three individuals, both (or all) will have an additional tie-breaker flight. If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0cm scores will be declared the winner of the tie break. If they are the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.

#### **5.4.6 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.

### **5.5 *Assisting Injured Pilot***

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A competitor who lands or limits his flight specifically to help an injured pilot must not be disadvantaged by this action. However, awarding a re-flight is at the discretion of the Meet Director who is required to take all the circumstances into consideration before awarding this. For guidelines to procedures concerning pilots in danger, see Common Section 7-11.

## **6 PENALTIES**

### **6.1 Permitted Penalties**

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

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

### **6.2 Application of Penalties**

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

### **6.3 Specific Penalties**

- Dangerous or aggressive flying.

1st offence: warning.

2nd offence: Maximum score for the round.

- Radio coaching

1<sup>st</sup> offence: Maximum score for the round

2<sup>nd</sup> offence: Disqualification

## **7 COMPLAINTS AND PROTESTS**

The Competition Organiser shall keep and archive the video footage and other evidence for at least 90 days after the end of the event, or until an appeal has been dealt with (see General Section Chapter 6).

### **7.1 Complaints**

A complaint may be made to the Meet Director or his Deputy, preferably by the Team leader, in writing, in English, to request a correction. It must be made within two hours of the publication of the provisional results.

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.

For the last competition task complaints must be submitted at the latest one hour after the publication of the provisional results.

Complaints will be dealt with expeditiously.

The Local Regulations might change the complaint deadlines.

### **7.2 Protests**

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director or his Deputy, preferably by the Team leader, in writing, in English.

Protests must be submitted within 2 hours following notification of the result of the complaint by the Meet Director or his Deputy.

For the last competition task, protests must be submitted within 1 hour of being informed by the Meet Director or his Deputy of the result of the complaint

The protest fee is defined in the Local Regulations. It may not be larger than \$50 US, or €50 for championships held on the European Continent. It will be returned if the protest is upheld.

The Local Regulations might change the protest deadlines.

## **8 EQUIPMENT AIRWORTHINESS AND SAFETY STANDARDS**

### **8.1 Paragliders**

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#### **8.1.1 Classification**

Only EN-Certified paragliders are permitted to fly.

#### **8.1.2 Airworthiness Standard**

Each glider shall be flown within the limitations of its certificate of airworthiness or permit to fly and its manufacturer's published limitations.

Aerobatic manoeuvres are prohibited.

#### **8.1.3 Proof of Airworthiness**

Upon registration, pilots are required to sign the Certified Glider Certificate provided as Appendix III to this document

#### **8.1.4 Certified Gliders**

A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day.

Modifications to a glider that take the glider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs.

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

#### **8.1.5 Airworthiness Check**

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

### **8.2 Radio**

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The organisation may require pilots to carry a radio able to receive and transmit on the safety frequency.

Permitted radio frequencies shall be specified in the Local Regulations. The official frequency during the competition and the safety frequency will be announced at the latest at the mandatory safety briefing.

Voice activated microphones (VOX operated) are strictly forbidden. The use of radios to coach competitors to the target is strictly forbidden.

### **8.3 Other Equipment**

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#### **8.3.1 Harnesses**

All pilots must fly with a harness and back protector combination that has been tested to LTF09. CIVL publishes an indicative list on its website.

#### **8.3.2 Helmets**

All pilots must wear a helmet certified to either EN966 (HPG), EN1077-A and –B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying.

### **8.3.3 Reserve Parachute**

Pilots must carry a serviceable rescue parachute.

Pilots shall make sure that they are within the maximum certified weight of the reserve parachute..

### **8.3.4 Footwear**

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. Any footwear addition must be made from rubber.



## 9 Judging Code

The Judging Code is in continuous development. Following proposal from the Paragliding Accuracy Committee, and with Bureau approval, elements of the Judging Code may be modified between Plenaries and a new version published. Modified paragraphs will be marked with a side bar. Such modifications shall be subsequently approved by the next CIVL Plenary.

### 9.1 Requirements

Judges are qualified to observe, mark and measure the performance of a competitor.

They have a character of high integrity and must be capable of making fair and unbiased decisions.

Judges must have a detailed knowledge of the General Section of the Sporting Code, of Section 7C including this Judging Code, of the Local Regulations for the event they are judging, and of other relevant documents published by FAI and CIVL.

Judges record the event they judge in a logbook. They shall present their logbook to the Chief or Event Judge on request.

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, English is the official language of CIVL.

In 1<sup>st</sup> Category Events, all Judges shall speak English.

In 2<sup>nd</sup> Category Events, if 50% of the pilots are from a country other than the one organizing the event, at least the Chief Judge and Event Judge shall speak English. If less than 50% of the pilots are from a country other than the one organizing the event, an English translator shall be available at all times.

### 9.2 Approval

Judges are FAI Officials.

Judges shall have the approval of their NAC or delegated authority.

CIVL updates and regularly publishes on its website the CIVL International Judges Database of approved Judges.

Organizers of events shall make sure that their Judges are approved by their NAC or delegated authority.

If some Judges are not approved, organizers shall submit to CIVL the names of potential Judges at least 45 days before the start of the event. CIVL will contact the NAC or delegated authority for approval. If no answer is received in the 15 days following CIVL request, the judges shall be considered as approved.

#### 9.2.1 2nd Category Events

Judges not yet approved may be used.

### 9.3 Team

The Judging Team consists of at least the following number of Judges:

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

Chief Judge 1

Event Judge 1

Target Judges 3

Reserve Judges (fichet) 2

Total 7

The Judging Team shall be from 3 different nations.

Chief and Event Judges shall be from 2 different nations.

The Chief Judge cannot be from the organizing nation.

#### Test-Events for 1<sup>st</sup> Category Events

Chief Judge 1  
Event Judge 1  
Target Judges 3  
Reserve Judges (fichet) 2  
Total 7

The Judging Team shall be from 2 different nations.

Chief and Event Judges shall be from 2 different nations. Preferably, they should be the same Judges as for the 1<sup>st</sup> Category Event.

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

Chief Judge 1  
Event Judge 1  
Target Judges 3  
Reserve Judges 1

The Judging Team shall be from 2 different nations if at least 50% of the pilots are from another nation than the organizing one.

If more than 50 pilots are participating in the Event it is recommended that the Event Judge and Chief Judge shall be separate individuals.

## **9.4 Nomination**

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Members of the Judging Team are appointed by:

### **1<sup>st</sup> Category Events and Test-Events for 1<sup>st</sup> Category Events**

Chief Judge: CIVL in consultation with the Organizer  
Event Judge: CIVL in consultation with the Chief Judge and the Organizer  
Target Judges: Chief Judge in consultation with the Organizer  
Reserve Judges: Chief Judge in consultation with the Organizer  
Chief and Event Judges are appointed at least 6 months before the start of the event.  
Target and Reserve Judges are appointed at least 2 months before the start of the event.

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

Chief Judge Organizer  
Other Judges Organizer in consultation with Chief Judge

## **9.5 Selection**

---

The Judging Team members must be selected from those with appropriate levels of experience who are registered on the CIVL International Judging Database.

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

The Judging Team members shall participate in a judging seminar directly prior to the start of the event. The seminar is conducted by the Chief Judge. Judges need to have the following experience:

#### **Chief Judge**

Acted at least twice as Event Judge in the last 4 years (at least once at a 1<sup>st</sup> Category Event).  
Acted at least once as Chief Judge in a 2<sup>nd</sup> Category Event in the last 4 years.

#### **Event Judge**

Acted as Target Judge at least 4 times.  
Acted as Event or Chief Judge in at least two 2<sup>nd</sup> Category Event in the last 3 years.

#### **Target and Reserve Judge**

Performed as Target Judge in at least two in 2<sup>nd</sup> Category Event in the last 2 years.

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

For 2<sup>nd</sup> Category Event judges need to have the following experience:

### **Chief Judge**

Acted as Event or Chief Judge in the last 3 years.

### **Event Judge**

Acted twice as Target Judge in the last 3 years.

Or

Acted as Event or Chief Judge in the last 3 years.

### **Target Judge**

Attended judging training in the last 2 years.

## **9.6 Judges Responsibilities**

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### **9.6.1 Chief Judge**

The Chief Judge is the leader of the Judging Team. He shall:

- Be available for the selection of the Judging Team and ensuring that all requirements are met.
- In 1<sup>st</sup> Category Event, be the main Lecturer in the mandatory judging seminar.
- Hold a preparatory meeting for the Judging Team and supporting roles before the training round.
- Ensure that correct judging standards are maintained by all members of the Judging Team.
- Ensure that all required equipment is available and in working order.
- Attend all briefings of competitors and if necessary participate in them.
- Position the Target Judges and distribute their tasks.
- Confer with the Event Judge and the Meet Director if a request is made to temporarily stop the competition.
- Decide to start a video evidence review according to S7C.
- Check the score sheet and sign it to confirm the validity of round scores.
- Stop the competition after he has conferred with the Event Judge, the Meet Director and the Safety Director if any of these Officials consider that conditions are becoming dangerous.
- Keep a record of the Judging Team and provide this information to CIVL Competition Coordinator so the International Judging Database can be updated.

### **9.6.2 Event Judge**

The Event Judge shall:

- Check the target area setting.
- Insure the smooth running of the target area.
- Take over any of the duties within the target area if necessary.
- Observe competitors' separation in the air and during final approach.
- Observe pilots' route from take-off to.
- In 1<sup>st</sup> Category Event, participate in the mandatory judging seminar.
- Observe and take competition safety flying decisions with regard to weather conditions, particularly at the target area.
- Take decision on relaunching.

### **9.6.3 Target Judges**

The Target Judges shall:

- Observe all contacts of pilot and equipment with the ground and decide if the pilot can be scored or if it is a fall.
- If the pilot is scored, decide whether the first point of ground contact is with the left or the right foot, or both feet.

- Mark the first point of ground contact if it is between the automatic measuring device and further limit of the target and measure the distance between this point and the edge of the dead centre disc.
- If there was more than one point of first ground contact, mark and measure the farthest point.
- If the automatic measuring device is defective, also mark and measure within the device limits.
- Call the score to the Recorder.

At least one Judge is in charge of observing if the pilot can be scored or if it is a fall.

At least one Judge is in charge of observing which foot touches the ground first.

Only one Judge is in charge of calling the score.

The following signals are used:

- Pilot falls: Judge shows one arm fully extended vertically above his head.
- Left pilot's foot touches: Judge shows left arm fully extended on the side at shoulder height.
- Right pilot's foot touches: Judge shows right arm fully extended on the side at shoulder height.
- Both pilot's feet touch: Judge shows both arms fully extended in front at waist height.

## **9.7 Other Responsibilities**

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### **9.7.1 Launch Marshal**

The Launch Marshal is not a Judge. He is appointed by the Organizers.

The Launch Marshal shall:

- Be responsible for the smooth running of take off operations.
- Have knowledge and experience of local weather and flying conditions.
- Open and close the take off area.
- Call pilots to prepare.
- Allow pilots take off according to the flying order.
- Allow take off out of flying order in special cases.
- Record pilots take offs according to the flying order list.
- Communicate with the Chief Judge, Event Judge and Meet Director regarding flying conditions and competition running.
- Communicate with pilots on take off regarding safety and competition logistics.

### **9.7.2 Recorder**

The Recorder is not a Judge. He is appointed by the Organizers.

The Recorder shall:

- Repeat the score called by the Target Judge.
- Record the score on the official scoring log sheet.
- Make sure that the pilot signs his score on the official log sheet.
- Record the start, finish and stand down times of the rounds on the official log sheet.

### **9.7.3 Wind Speed Monitor**

The Wind Speed Monitor is not a Judge. He is appointed by the Organizers.

The Wind Speed Monitor shall:

- Observe the wind speed by using a wind speed-measuring device in the period of 30 seconds before the landing by a competitor.
- If the wind exceeds the maximum value, record the value on the official wind speed log sheet and notify the Event Judge.

In 2<sup>nd</sup> Category Events, Wind Speed Monitor service can be simplified by using mechanical instruments, but in case of high winds the Organizer must provide a person for observing and continuously reporting wind speed to the Event Judge.

## **9.8 Equipment**

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### **9.8.1 Metering**

Target Judges shall be equipped with pointers which can be used for marking a pilot's first point of landing without disturbing other pilots' landing. The tape measure shall be of at least the same length as the target radius.

### **9.8.2 Clothing**

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

In 1<sup>st</sup> Category Event, these clothes shall have a FAI or CIVL logo.

### **9.8.3 Communication**

The organizer shall provide communication equipment to facilitate communication between the Competition Director, Chief Judge, Event Judge, Launch Marshal, Steward and Jury.

### **9.8.4 Shelter**

The organizer must provide a shelter and refreshment for Judges and supporting duties Officers.

## **9.9 Judges Training Sessions**

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Judges Training Sessions can be organized and founded by an Event organizer, and/or by a NAC.

Judges Training sessions shall be approved by CIVL Bureau at least 60 days before they take part and shall be made public on CIVL website.

For the Session to be approved, the organizers must provide in time to CIVL:

- The name of the Lecturers.
- The conditions of access to the sessions for the trainees.

The main Lecturer is a Chief Judge. Other Lecturers may be Event Judges or CIVL Officials (Steward, Jury, Bureau Members...).

Depending on availability of funds, CIVL may cover travel expenses for some Lecturers.

A Judging Training shall be organized before each 1<sup>st</sup> Category Event, just prior to the start of the event.

Programme

- Introduction to FAI, CIVL, 1<sup>st</sup> and 2<sup>nd</sup> Category Events.
- Overview of Section 7 and relevant chapters of the General Section of FAI Sporting Code.
- Importance of judging role for quality competitions.
- Setting the target area.
- Judging code.
- Judging situations and decisions.
- Practical exercises to be performed on a flying site with pilots landing.

## **9.10 Database**

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The CIVL International Judges Database is set and maintained by CIVL.

All Judges attending Training Sessions and appointed to act as Judges at competitions are recorded in the Database.

Judging Session organizers and Chief Judges are responsible for collecting and submitting data on Judges to CIVL.

All Judges are responsible to check that their entry on the CIVL Judging Database is up to date.

## **9.11 Logbooks**

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All Judges have to maintain their own Judging Logbooks and have the Chief or Event Judges sign it off at the end of the event.

All Judges shall present their Judging Logbooks to the Chief or Event Judge on request.

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