



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7C – Class O Paragliding Accuracy Paragliders Class 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 and Paragliding 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 and Paragliding are sports 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.

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 implying the singular include the plural and vice versa.

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1 INTRODUCTION AND FLIGHT DEFINITIONS

This Section 7C of the FAI Sporting Code, which is dedicated to Paragliding Accuracy Championships, is a subset of 'Section 7 – Common'. This document must therefore be read in conjunction with:

- the Sporting Code – General Section,
- Section 7 – Common,
- Section 7– Guidelines and Templates,
- Section 7D– Records and Badges.

This document defines rules primarily for 1st Category Events.

For 2nd Category events, Section 7 Common 12 requests that rules “shall be based as far as appropriate on those of 1st category events”. Nevertheless, it is important for some rules to be clearly defined. Therefore, where necessary, this document also defines rules for 2nd Category events in specific sub-chapters.

1.1 Flight Definitions

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

1.1.1 Launch/Take-off

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

1.1.2 A Flight

A flight by a paraglider starting at take-off (1.1.1) and ending with the landing (1.1.4.1).

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 Landing

1.1.4.1 Landing

The point at which a flight is completed when any part of the paraglider pilot, his equipment (excluding speedbar, stirrup or tow yoke), or his wing first touches the ground; including the target, AMD and mat (if used).

1.1.4.2 Landing Point

The first point of contact where the pilot lands and which is measured as appropriate. A foot's first point of contact should be identified (heel, side, toe...). In the case of a 'flat footed' contact, or where two points of contact are coincident, the furthest point is deemed the landing point, which is measured and scored.

1.1.4.3 Fall

A fall means if any part of the pilot's body (other than his feet) or equipment (excluding the speed system, stirrup or tow yoke) touches the ground before the wing or before the competitor has exited 10m from the target's dead centre disc.

1.1.4.4 Target

The target is a circular zone onto which the pilot aims to land for the purposes of the accuracy competition. It shall be represented by a clearly delineated circle with an automatic measuring device located in the centre. See Target as specified in 4.4.

1.1.4.5 Automatic Measuring Device

An electronic pad, as specified in 5.4.2.

1.1.4.6 Target Area

The area surrounding and including the target. It should be clearly delineated with defined access restriction. Within the target area will be wind indicators, judging table, video tripod(s), ambulance, spectator area, etc.

2 ENTRY AND REGISTRATION

2.1 Entry

The Local Regulations shall state:

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

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

2.1.1 Mixed Championships

In World championships, the minimum of places reserved for women shall be 1 per nation. The top 5 female pilots, from 5 different nationalities, as ranked in the WPRS, shall be allowed to enter providing they have their NAC approval and have not been selected for their National team.

In Continental championships, the minimum of places reserved for women from each nation shall be stated in the Local Regulations.

2.1.2 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 men as substitutes for women.

2.2 Eligibility to Compete

2.2.1 Qualifications

Competing pilots must hold a valid pilot's licence or equivalent certificate of competence. This may be either:

- An International Pilot Proficiency Identification (IPPI) Card to Stage 4 standard or,
- If the competitor's country issues paragliding pilot licences, this should be equivalent to IPPI 4.

If the competitor's country does not issue IPPI Card or paragliding pilot licences, the NAC takes the responsibility to send only pilots with the required flying skills. It is reminded that any pilot without sufficient skill can be forbidden to fly by the Meet Director. In this case, expenses including entry fees are not reimbursed.

2.2.2 Eligibility to Compete in Category 1 events

- In the 24 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot has to have either:
- For World Championships, ranked in the top 700 in the World WPRS for paragliding accuracy.
- For Continental Championships, ranked in the top 900 in the World WPRS for paragliding accuracy.

2.2.3 Experience

Hill launch:

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

Winch towing:

Pilots should be prepared to demonstrate they have sufficient tow launch experience and skills.

2.2.3. Exemptions

Requesting an exemption is not just another way to be qualified. Exemption to pilot qualification requirements may be given only under exceptional circumstances. For any exemptions, applications must be made by the pilot's NAC, with supporting evidence of the pilot's international competition history. It is the responsibility of the NAC to ensure this is received by the CIVL President at least 60 days before the start of the competition. The list of exempted pilots is published on the organisers' website. When a pilot has competed in a Category 1 event after gaining an exemption, that pilot shall not be eligible for further Category 1 events unless he meets the normal qualification criteria.

2.2.4. CIVL Screening Committee

A Screening Committee, including a Chair **person**, is appointed by CIVL Bureau for each championship. It consists of three persons appointed by CIVL Bureau in agreement with the appropriate Committee Chairperson. The Screening Committee shall:

- Review applications for exemptions.
- Request additional information if necessary.
- Make decisions with safety in mind.

The Chairperson conducts the screening, informs NACs, organisers and CIVL President. Before reviewing exemption applications, the Screening Committee will discuss and decide the standard of pilots for whom exemptions may be granted. Such standards may be significantly different from one event to another.

The Screening Committee may modify the exemption form accordingly. The CIVL Steward will ensure that the correct exemption form is available on the organiser's website. The application form must include a clear statement of support from the NAC confirming that it believes that participation in the championship by the pilot will not affect the safety of either that pilot or other participants. Exemption forms which include additional material for consideration may be accepted but any that omit requested information may be rejected.

2.3 National Team size

If the event is not mixed (i.e. Only men or only women), the team size is defined in the Local Regulations.

If the event is mixed, the team size is defined in the Local Regulations, the team shall include a minimum of one pilot from each sex.

2.4 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. The allocation process takes part between three and two months before the start of the event. The local regulations shall state the precise deadlines.

After the two-month deadline, available spots may be allocated following the general principle of allocation until 14 days before the start of the event.

Between the 14-day deadline and the first pilots' briefing of the first task/round/run, only a missing pilot from a nation can be replaced by another one from the same nation.

The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts. NACs are recommended to qualify more pilots than needed in case a late substitute is required.

In mixed championships, the places reserved for women are allocated first, then the places for men.

The places allocated to women cannot be filled by men.

2.5 Registration

Each competitor will be required to present:

- Proof of identity.
- A valid pilot's licence if the pilot's country issues pilot licences.
- Satisfactory evidence of glider and equipment 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.

2.6 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

2.2 (less 2.2.3. and 2.2.4)

2.5

Category 2 events that are being run as a Category 1 test event should be run as far as practicable to Category 1 requirements.

3 ROUNDS

3.1 Take-off and Landing areas

The main take-offs and landing areas 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, minimum time to drive to take-off from landing area, 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 required (quick release system, tensiometer, weak links etc.). Minimum/typical tow height, target size and location options, wind directions. Requirement for pilots to have a tow release for their own use. (Refer Equipment Checks 8.1.5)
- Maps etc. if appropriate.

3.2 Round Format

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 should be 1.5 minutes between pilots (unless specified by the Local Regulations) but may be adjusted as appropriate by the Launch Marshal.

3.2.2 Flying Order

3.2.2.1 Allocation of Flying Order

3.2.2.1.1 Cat 1

Pilots should take-off in a scheduled order. At registration, the Team Leader will confirm the team and the flying order of his team members. The team members will be allocated a flying order number 1, 2, 3 etc. At the start of the competition, teams will be drawn at random to determine the team flying order. Then, all the number 1s from each team fly first, followed by number 2s, 3s etc. Each competitor will then be given their individual contestant number.

3.2.2.1.2 Cat.2

Pilots should take-off in a scheduled order. At registration, the Team Leader will confirm the team members. Pilots will be assigned a flying order number based on their WPRS ranking. Pilot with a worst WPRS ranking will start first in the round. If some pilots have same ranking, they will be sorted alphabetically. Top 10 pilots will fly last in the round and will draw their start number between 1 and 10.

Organisers can adopt this rule or can use any other way of determining flying order such as, but not limited:

- Random order
- By reverse order based on WPRS ranking

3.2.2.2 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.

3.2.2.3 Final Round

When the Meet Director calls the final round (which may be either round 12 or an earlier round if, due to time constraints, 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. If the final round, as declared by the Meet Director, cannot be completed, then the previous round will become the final round even though it was not carried out in reverse order.

3.2.3 Maximising Flights

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

3.2.4 Round Validity

To count as a championship round, all competitors shall have been given the opportunity to have one valid 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.

3.2.5 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.

3.2.6. Suspending a round

If more than one take-off method or flying site (including target location) is used, a round can be suspended if it cannot be completed. The next round with another take-off method/location will start from pilot number 1. The suspended round will continue when the weather allows and from the first pilot who could not fly the round which was suspended.

3.3 *Flying the Round*

Pilots shall follow any flight course recommendations provided at the briefing and not delay their approach unnecessarily. However, competitors need to maintain good pilot separation (see 3.3.6) while not putting at risk their chances of reaching the landing area with sufficient height to make a considered target approach.

3.3.1 Pre-flights

At the beginning of each day's competition flights, assessment flights shall be made by at least one pre-flier who shall attempt to land on the target to demonstrate to officials and the competitors that the target can be readily reached and environmental conditions are suitable and safe. Pre-fliers shall be experienced in accuracy flying and use a paraglider that is of similar performance as the majority of paragliders in the competition. The pre-fliers shall not be pilots in the competition.

3.3.2 Taking-off

Competitors must fly in the published flying order according to their contestant numbers, unless they have prior permission from the Launch Marshal or Meet Director. Such permissions may be granted, for example, when a pilot's 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 who are 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.

3.3.3 Suspension or Stopping of a Round

The Meet Director may suspend launching if conditions become unsuitable or unsafe. When the launch window is re-opened, the round will normally continue from where it had been stopped. After a significant period of stand-down if there is a significant change in flying conditions, or as stated by the Meet Director or Safety Director, a pre-flier will launch first.

3.3.4 Failed Take-off

In the event of a failed take-off or a safety problem 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.

3.3.5 Inability to Launch

If a pilot appears unable to launch safely in wind and weather conditions that fall within the operating limits, they may be temporarily stood down or permanently withdrawn from the competition. This decision can be taken by the Meet Director after consultation with the Steward.

3.3.6 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).

3.3.7 External Aid

Coaching pilots to the target by radio or other external aid is prohibited.

3.4 Target Landing

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 opportunity 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 Target Closed Signal

When the target it is closed for safety reasons, take-offs must be stopped, an official on the target will clearly wave a red signal flag and the electronic pad is covered. Pilots in the air must fly away from the target when this official signal is shown.

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, is 6.0 metres per second(m/s) and will be specific to the target location. The maximum wind speed can be raised to 7 m/s if it is safe for the flying site and announced in the Local Regulations.

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 wind speed shall be visible at the landing area.

The upper winds, which are not measurable, and the winds at the launch point are not taken into consideration, except for matters of flight safety.

3.4.5 Out Landings

Any 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

A competitor may only request a re-launch following a disputed flight by applying to the Chief Judge/Event Judge at the target **within 15 min of his landing**.

The Chief or 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 or Event Judge so decide) **review** video evidence.

At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled.

The reason of a re-launch shall be announced to the pilots and the public.

Re-launches shall take place as soon as possible during the current 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. Refer to Complaints and Protests at paragraph 7.

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. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.

3.5.3 Judges Disagree

The judges are unable to agree an accurate score for any reason, including non-operation of the AMD.

3.5.4 Safety Reasons

The competitor changes his flight plans for safety. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.

3.5.5 Distraction

There is any significant external distraction which demonstrably affects the competitor's target approach. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target. If the pilot is too low to fly away safely, an indication of distraction must still be made.

3.5.6 Judges' Discretion

At the Judges' discretion on the grounds of a technical problem or abnormal conditions (e.g. dust devil type turbulence). This maybe 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.

3.5.7 Low altitude for final approach

If the pilot is at a too low altitude to have fair chance to make the proper final approach, he can make the signal and land outside the target and he is awarded a re-launch.

Low altitude:

- Pilot is unable to reach area facing the target against wind direction
- Pilot is unable to make even small S manoeuvre in the area described above

If the pilot is not flying straight to the area described above or losing the altitude out of this area judges are not to award the re-launch.

3.6 Video Evidence

3.6.1 Video Provision

The Competition Organiser shall arrange a video recording of landings on the target with a fixed and a tracking camera. The official video recording is used as an additional source of evidence and can be used by:

- The Chief and Event Judge and
- The Jury if they decide to review it when dealing with a protest.

There is no obligation for the video evidence to be shown or provided to the competitor.

3.6.2 Video requirements

Video cameras shall be positioned sufficiently close to the target and low enough to provide an image of a pilot's first point of contact and its location.

3.6.3 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.

3.6.4 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-launch. The protesting pilot must rely upon evidence from witness statements.

3.7 Rest day

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. The rest day shall be announced latest in the evening of the day preceding the rest day.

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

3.8 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

3.2.1

3.2.4

3.3 (all) Note: 3.3.5 Meet Director should consult with Launch Marshal and/or Chief Judge

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 Chief Judge and Meet Director after advice from the Safety Committee. The target may be relocated between rounds, but not while a round is in progress.

Guideline for target setting for hill launches: a ratio between projected distance and height difference (take off area - target) shall be at a maximum glide ratio of 5:1. If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.

4.2 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.

The target may be relocated between rounds, but not while a round is in progress. See also 3.2.6 Suspending a round.

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 from the edge of 'dead centre' disc in increments of 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 the dead centre disc must be used throughout the whole competition. The Chief Judge shall approve the automatic measuring device.

4.4 The Target

See 1.1.4.4. The target is the area within which the competitor aims to land in order to achieve a measured score. It shall be a flat practically horizontal area represented by a clearly delineated circle with the automatic measuring device located in the centre.

Clearly marked circles must be set at a 1.0m and a 2.0m radius, measured from the edge of the dead centre disc. An additional clearly marked circle shall be set at 10 m radius, measured from the edge of the dead centre disc to signify the area within which a fall is not allowed. (Refer para 5.4.1)

These circles are indicative only providing competitors with a clear visual location of the target whilst they are in flight and are not intended for scoring.

4.4.1 Target Size

The radius of the target in Category 1 competitions shall be 2 metres.

The radius of the target in Category 2 competitions should be: **pad-only, 1, 2, 5 or 10 metres**. This must be stated in the Local Regulations and the target marked accordingly.

4.4.2 Construction

The target shall be of such material (grass, sand, carpet/mat 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.

The target and target area shall be flat and free from long grass, vegetation and flora that may interfere with marking a landing point. Grass should ideally be mown to a low level (nominally 50mm).

The Chief Judge shall approve the target surface and set up.

4.4.3 Limitations on Access

The Chief and/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 outer periphery of the target. The border of the area shall be delineated and marked appropriately.

4.5 Wind Direction Indication

A high visibility windsock 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 6 m/s. It shall be able to free to fly and not obstructed by guy lines. It shall be bi-coloured in bright colours, in contrast to the target area so that it is clearly visible from the air, and such that a dark colour is at the tapered end and a light colour is closest to the pole.

There shall be at least four light wind direction indicators(i.e. streamers) to indicate wind direction in winds of less than 1 m/s. They should be located within each quadrant of the target area approximately 15 m from the AMD. They shall be a minimum of 1,5m long and mounted so that the trailing end is clear of the ground. They should be of a bright colour(s) in contrast to the target area and clearly visible from the air.

4.6 Wind Speed Recorder

The wind will be recorded as close as possible to the target with the measuring sensor positioned at minimum 5m above ground level. The sensor shouldn't be affected by obstacles (trees, buildings, etc.)

In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of alternative electronic or mechanical instrumentation.

Wind meter must be visible in the target area.

4.7 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

4.1

4.2

4.3

4.4. Note: in 2nd Category Events, **the target can** have a radius of up to 10 m. Clearly marked circles should be set at 1,0 m, 2 m and 5 m radius, measured from the edge of the dead centre disc

4.4.1

4.4.2

4.5

5 SCORING

5.1 Competition Validity

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

For a 2nd Category Event to be valid, one round 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

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

A score given to a competitor shall be expressed in centimetres and rounded up to the nearest centimetre.

A scoring system shall be linked to a 'live scoring' facility, preferably online, but also displayed for spectators in the landing area.

5.3 Recording of Scores

5.3.1 DNF, DNQ, DSQ, Absent

A pilot who did not fly is indicated DNF on the score sheet and accorded the maximum score.

A pilot who withdraws for illness or accident shall be marked absent ABS and accorded a maximum score for all subsequent rounds not flown.

A pilot who was not qualified to next stage of competition using KO rule will be marked DNQ (did not qualify) in task scoring sheets.

A pilot who is disqualified for that round will be indicated DSQ on the score sheet and accorded the maximum score.

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 as well as the Chief Judge's signature.

5.4 Scoring Method

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 radius of the area where scores are measured.

Landing has to be made on the feet within a 10 m radius from the edge of the centre disc. If a competitor falls at landing, he will receive a maximum score equivalent to landing outside the target.

If a competitor lands in such a manner that the foot's first point of contact cannot be defined (heel, side, toe...), then the furthest point of the footprint is measured.

If a competitor lands with both feet together, then the furthest point of the furthest footprint is measured.

5.4.2 Automatic Measuring Device

Scores up to a minimum of 15 cm are to be measured by an automatic measuring device (AMD). Pressure applied by the competitor to the automatic measuring device shall make it record the score. If an automatic measuring device is found to be defective or not reset or if insufficient pressure was applied 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.

It is recommended that the organiser provides a larger control mat on the target to show the pilot's first point of contact outside the automatic measuring device.

In Category 1 events a new or factory refurbished AMD **pad** must be used from the beginning of the competition and changed at the end of the round after every 500 landings on it, or if the current AMD might be unreliable for any reason.

5.4.3 Other measuring system

If the organiser provides suitable measuring system (video, etc.) the Chief Judge can accept it and use it for scoring. The measuring system does not replace the AMD. The CJ should appoint the Video Measurement Judge who will control the measuring system.

5.4.4 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.

5.4.4.1 Junior competition ranking

The junior competition ranking is generated by exclusively listing junior pilots, with the score they achieved in the overall competition ranking.

Note: Junior rankings are calculated by aggregating the individual results of pilots of maximum 26 years of age. The age is determined by the calendar year in which the pilot has his birthday."

5.4.4.2 Knock out

In the first 6 round all the pilots fly the competition. Best 60 ranked pilots will continue to fly in 7th and 8th round. Best 40 ranked pilots will fly 9th and 10th round, and best 20 ranked pilots will fly 11th and 12th round in reverse order.

Pilots who will not continue the competition, will be marked as DNQ (did not qualify) in the scoring.

In a Category 2 event, if the knock out is used, the Local Rules set the number of pilots knocked out and when.

5.4.4.3 Junior and women ranking after KO rule

After KO in round 6 at least top 6 ranked women and juniors will continue until the end of the competition, regardless whether they qualify or not. Females and juniors who did not qualify compete only in their specific category ranking and fight for specific category medal. Females and juniors who got the right to compete in their specific categories but are not qualified in the overall, their position in the overall ranking is frozen.

Only overall ranking in eligible for WPRS ranking.

5.4.5 Team Scores

In World Championships, the nation's team score for each round will be calculated as the aggregate score of the best three pilots in the nation's team. If any nation has fewer than three competitors, then for each round a maximum score will be awarded to the team 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 (2.3.). Y is nominally $(X+1)/2$ rounded up to the nearest whole number and X is the maximum number of pilots in a team.

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

5.4.5.1 Team scores after KO rule

After KO in round 6, only the top 6 ranked teams continue until the end of the competition. The results of pilots who did not qualify for the next round of competition in the overall ranking will only count towards the team competition. The ranking of the not qualified teams is frozen.

5.4.6 Tied Scores

5.4.6.1 Teams

In the event of any tie between the first three team places at the end of regular competition, if circumstances permit, all members of each of those teams will have an additional flight and the Nation's team score will be calculated (5.4.4). The end of the take-off window will be announced at the Team Leader briefing on the morning of the same competition day.

In the case of insufficient time, as determined by the Meet Director, the fly-off will be between one nominated member from each team.

If, due to weather conditions or time constraints, tie break flights cannot be fully flown, the team with the highest number of 0cm scores by the pilots who have scored for the team in each round will be declared the winner. If the number of 0s is the same, the highest number of 1cm scores will be considered, then 2cm scores, etc. If there still is a tie, the team with the highest number of 0cm scores by all pilots in the national team will be declared the winner. If the number of 0s is the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.

5.4.6.2 Individuals

In the event of a tie for the first three individual places, both (or all) will have an additional tie break flight. If, due to weather conditions or time constraints, tie break 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.

5.4.7 Validation of Scores

As soon as is practical after the end of a round, the recorder will post the scores from the round (with the posting date and time clearly identified) on the main briefing board labelled Provisional. Any complaint or protest with the scores must be lodged within the time specified. Refer to chapter 7. After the scores are posted, any score that has not been challenged is deemed to be a resolved complaint, unless a protest is formally lodged. At the end of this time the scores for the round will be declared as Official.

5.5 Assisting Injured Pilot

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-launch 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.

5.6 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

- 5.3.1
- 5.4.1
- 5.4.2
- 5.4.3

6 PENALTIES

6.1 Permitted Penalties

The Meet Director shall impose penalties for infringement of, or non-compliance with, any rule in the Sporting Code or Local Regulations. The severity of the penalties may range from a minimum of a warning to disqualification as appropriate for the offence. Penalties shall be published in writing on the notice board. 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
- Imposition of maximum score for the round
- Disqualification

The Chief judge can impose penalties in form of a warning for dangerous flying and unsportsmanlike behaviour at the target area.

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.

The Chief judge shall be consistent in the application of penalties in form of a warning for dangerous flying and unsportsmanlike behaviour at the target area.

6.3 Specific Penalties

- Dangerous or aggressive* flying
1st offence: warning.
2nd offence: maximum score for the round.
3rd offence: disqualification
- Radio coaching (see 3.3.7)
Coaching pilots to the target by radio or other external aid is prohibited.
1st offence: maximum score for the round.
2nd offence: disqualification
- Abuse of officials or bringing the sport into disrepute
1st offence: warning.
2nd offence: disqualification.

* This may include aerobatic type flying and what is acceptable should be briefed by the MD or the CJ.

6.4 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

- 6.1
- 6.2
- 6.3

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 Objection

At any time, a verbal objection can be made to the Chief Judge, preferably by the team leader. The objection may be accepted or not by the Chief Judge. If not, a complaint may be made.

7.2 Complaints

A complaint may be made to the Chief Judge, preferably by the Team Leader, in writing, in English, to request a correction. It must be made within period set below from publication of the provisional results.

Complaints connected to issues, other than judging, may be made to Meet Director.

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 round, complaints must be submitted within one hour after the publication of the provisional results.

Complaints will be dealt with expeditiously. The Local Regulation may change the complaint deadlines.

7.2.1 Complaint period with online results

If the competition uses online results, the time for notification of a complaint is 15 minutes after publishing result of the pilot for the round. If a pilot or team leader intends to submit a complaint, they shall notify the Meet Director or Chief Judge at this time. Meet director will set a time limit by which a complaint must be submitted.

7.2.2 Complaint period without online results

For competitions that do not have online results, the time to submit a complaint is 1 hour after the provisional results are published. If provisional results are posted more than 1 hour after sunset and before 6.00 am next day, then the deadline for a complaint is 8.00 am.

7.3 Protests

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director, preferably by the Team leader, in writing, in English and preferably using the protest form template.

Protests must be submitted within 1 hour following notification of the result of the complaint by the Chief Judge.

For the last two competition round, protests must be submitted within 1 hour of being informed by the Chief Judge of the result of the complaint.

The Meet Director shall take note of the time of receipt and immediately pass the protest to the Jury President for action.

The protest fee shall be defined in the Local Regulations. It may not be larger than \$50 US or €50. It will be returned if the protest is upheld. The Local Regulations might change the protest deadlines.

7.4 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

7.1

7.2 Refer to S7 Common 12.7

8 EQUIPMENT AIRWORTHINESS AND SAFETY STANDARDS

8.1 Paragliders

8.1.1 Classification

Only EN, LTF or CCC Certified paragliders are permitted to fly.

8.1.2 Airworthiness Standard – Flight Limitations

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. See Guidelines and Templates.

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 or similar make and model.

8.1.5 Airworthiness Check

The organiser, preferably the Safety Director, shall make airworthiness checks during the competition. At any time during the championships, the organisers and officials have the right to inspect any competing glider and other equipment including, but not limited to, harness, emergency parachute, helmet, tow release equipment, footwear etc. and, if necessary, ground it for safety or non-compliance reasons.

The organisers shall 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

The organisation should require pilots to carry a radio which is able to receive and transmit on the defined safety frequency. The safety frequency shall be set and used during the flying. Radio frequencies shall be specified in the Local Regulations.

Voice activated microphones (VOX operated) are strictly forbidden.

The use of radios, mobile phones or any other means of communication to coach competitors to the target (other than for safety reasons) is strictly forbidden.

8.3 Other Equipment

8.3.1 Harnesses

All pilots must fly with a harness and back protector combination in the configuration that has been tested to LTF09, EN1651 2017 or later.

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 reserve (emergency or rescue) parachute.

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

8.3.4 Footwear

Competitors' footwear must meet the following requirements:

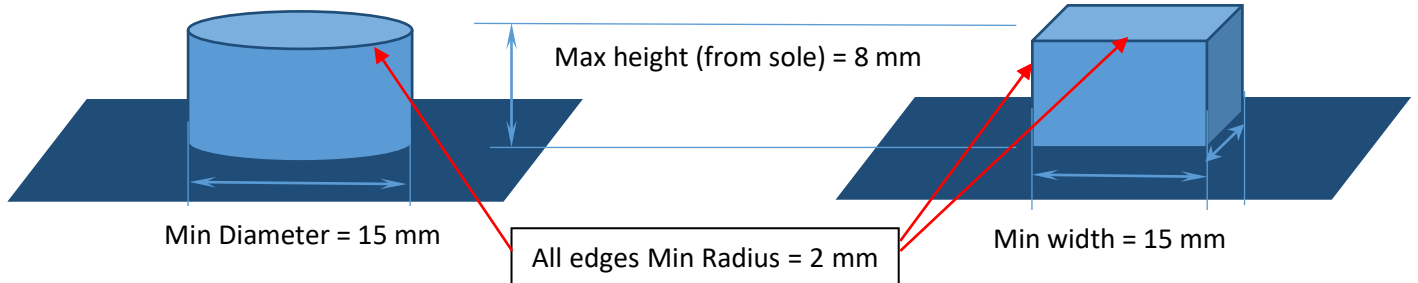
- Footwear must be suitable for a safe take-off and landing.
- Footwear must not be modified such that it can damage the automatic measuring device (AMD).
- Any modifications to footwear shall comply with the following requirements:
 - Material:
 - Modifications shall be made of rubber or any material that has the equivalent properties.
 - Metals, ceramics or hard plastics, including subcomponents, are not acceptable.
 - The hardness of the modification material shall be a maximum of '70' when measured by a Shore Durometer (Scale A).*
 - The material shall not leave marks on the AMD pad.
 - Dimensions:
 - The width or diameter of the modification shall be a minimum of 15.0 mm.
 - The corner radius(ii) of modification edges shall be a minimum of 2.0 mm. (There shall be no sharp edges)
 - The 'radii of dome type modifications shall be a minimum of 8.0 mm (radius defining the 'protrusion' from the sole.)
 - The modification shall protrude a maximum of 8.0 mm from the nominal surface of the sole or heel of the shoe. (depth)

* This is equivalent to a medium rubber. Example: A 'medium soft' rubber like an eraser on the top of a pencil is about '40'; a 'medium hard' rubber like a car tyre is '70': both when measured on the Shore 'A' Scale.

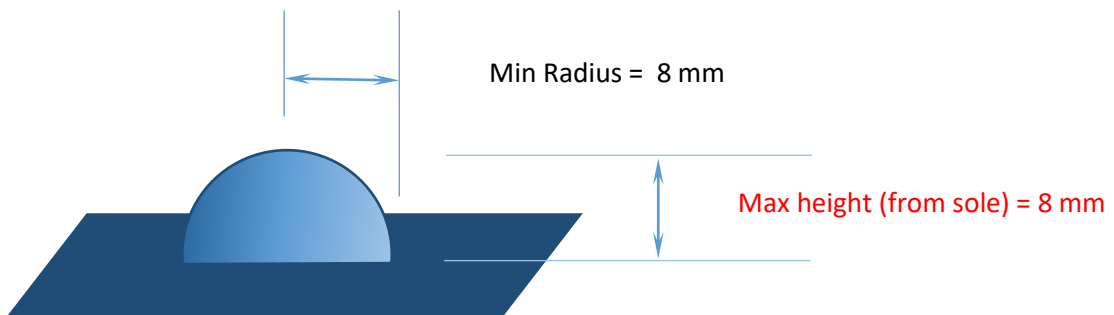
Diagram: (Illustration as viewed, assumes sole of shoe is below the modification)

1. Cylindrical stud

2. Square stud



3. Hemispherical stud



2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

- 8.1.4.
- 8.1.5
- 8.2.
- 8.3.1
- 8.3.2.
- 8.3.3
- 8.3.4

9 Judging

Judges are FAI Officials and are qualified to observe, mark and measure the performance of a competitor. The following should be read in conjunction with the CIVL Paragliding Accuracy Judging Code, which complements this paragraph.

9.1 Requirements

General

- Judges shall be 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, the Local Regulations for the event they are judging, the Judging Code; and other relevant documents published by FAI and CIVL.
- The Chief and Event Judges must have basic knowledge about the safety limits of paragliding.
- English is the official language of CIVL.
 - In 1st Category Events, all Judges shall speak English.
 - In 2nd Category Events, if more than 50% of the pilots are from a country other than the one organising the event, the Chief Judge and Event Judge as a minimum 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, this applies also to 2nd category event competitions. NACs should keep record of the national judges in their respective country and submit to CIVL the names of candidates for eventual recognition as Cat 1 judges.

9.2.1 1st Category Events

CIVL updates and regularly publishes on its website a register of the approved Cat 1 judges. (Refer Para 9.6)

9.2.2 2nd Category Events

National judges may be used. For record attempts and badge claims at least one category 1 judge must be present.

9.3 Team

The Judging Team shall consist of at least the following number of Judges:

When other measuring system is used, (see 5.4.3) the CJ can lower the minimum number of Target Judges.

1st Category Events

Chief Judge	1
Event Judge	1
Target Judges	3
Reserve Judges	3
Total	8

- The Chief Judge shall not be from the organising nation.
- The Chief and Event Judges shall be from 2 different nations.
- The Judging Team shall be from 3 different nations.

Test-Events for 1st Category Events

Chief Judge	1
Event Judge	1
Target Judges	3
Reserve Judges	2
Total	7

- The Chief and Event Judges shall be from 2 different nations.
- The Chief and Event Judges should preferably be the same Judges as for the following 1st Category Event.
- The Judging Team shall be from 2 different nations.

2nd Category Events

Chief Judge	1
Event Judge	1 (but see below)
Target Judges	2
Reserve Judges	1
Total	5

- The Judging Team shall be from 2 different nations if 50% or more of the pilots are from another nation than the organising one.
- If less than 50 pilots are expected in the Event, the Chief Judge and Event Judge may be the same person.

9.4 Nomination

Refer to the CIVL Paragliding Accuracy Judging Code for the criteria regarding the selection and appointment of Judging Team Members.

9.5 Equipment Requirements

9.5.1 Automatic Measuring Device

Refer Para 5.4.2

9.5.2 Other measuring and scoring equipment

Organisers should refer to S7 Guidelines and Templates for the Judging check list.

9.5.3 Clothing

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

In 1st category event, breathable clothing shall be provided by the organiser according to the weather conditions. The clothing shall have as a minimum an FAI/CIVL logo, and 'JUDGE' in clear text on the back.

9.5.4 Communication

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

9.5.5 Shelter

The organiser must provide a shelter and refreshment for Judges and supporting officials:-

9.6 Judging register

The CIVL Category 1 judges list is maintained by CIVL.

All Judges attending CIVL's judging seminars and who are appointed to act as judges at category 1 competitions or their pre-events are recorded on the list. CIVL judging seminar organisers are responsible for collecting and submitting data on judges to CIVL.

NACs are responsible for maintaining their own Cat2 (and national) judging registers.

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