FAI Sporting Code

Fédération Aéronautique Internationale

Section 7A – Class O
Cross Country
Hang Gliders and Paragliders
Classes 1 to 5

2018 Edition
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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

Editors 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.

Note: Where rules and regulations in this document refer only to a single discipline, they will be colour coded as follows:

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1 GENERAL

Section 7A of the FAI Sporting Code is the subset of Section 7 (or "Common Section 7") dedicated to hang gliding and paragliding cross country championships. This document must be read in conjunction with Common Section 7, Section 7 Guidelines and Templates, and the General Section.

This document defines rules for 1st Category Events. For other 2nd Category Events, see Common Section 7-14.

Flight verification and scoring rules can be found in the Annex: CIVL GAP – Centralised Cross-Country Competition Scoring System for Hang Gliding and Paragliding. Further Annexes, as listed in Common Section 7 and referenced in this subset, provide additional guidance and recommendations for organisers, pilots and team leaders.

2 ENTRY AND REGISTRATION

Reminder: The opening ceremony is considered to be the official start of the Championship.

2.1 Entry

The maximum number of pilots permitted is 150.
The maximum number of pilots constituting a national team is 6.

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 applicable).
The number of pilots constituting a national team.

2.1.1 Hang gliding
The maximum number of pilots permitted is 125.

2.2 Eligibility to Compete

2.2.1 Hang Gliding

2.2.1.1 Class 1

In the 36 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot has to have:

- Been ranked with at least 20 WPRS points in Hang Gliding Class 1.
- Participated in one or more FAI sanctioned competitions with at least 30 pilots.

2.2.1.2 Class 2

To be defined in the local regulations.

2.2.1.3 Class 5

In the 36 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot has to have:

- Been ranked with at least 20 WPRS points in Hang Gliding Class 1, 2 or 5.
- Flown a Class 5 glider in at least one Second Category event with at least 30 participants.

2.2.1.4 Sport Class

To be defined in the Local Regulations.

2.2.2 Paragliding

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 500 in the World WPRS for paragliding or scored a minimum of 40 WPRS points in any single FAI sanctioned event.
- For European Championships, ranked in the top 500 in the European WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.
- For other Continental Championships, ranked in the top 1500 in the World WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.

2.2.3 Other Criteria

If a competition organiser wishes to set stricter criteria, these must be declared with the bid for the event. Any other qualifying criteria must be included in the approved Local Regulations.

2.2.4 Allocation Completion

The allocation process must be completed by the organisers and finalised 60 days before the start of the championship.

2.2.5 Procedure for Checking Qualification

Qualification is to be checked by four parties to avoid unnecessary travel, expenses and disappointment in the event that a pilot's entry is rejected due to not meeting the qualification criteria:

- The NAC or National Association/Federation before selecting their pilots.
- The competition organiser.
- The CIVL Steward.
- The pilot.

It is each pilot's responsibility to make sure he is qualified.

2.2.6 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.

2.2.7 CIVL Screening Committee

A Screening Committee 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 and inform 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, e.g. for a hang gliding Sport Class or a Class 2 event. 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.

2.2.8 Organiser's Responsibility

It is the organiser's responsibility to notify NACs of any pilots who do not appear to meet the qualification criteria.

2.3 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. 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.

2.3.1 Mixed Championships

Where there is no separate championship for women, the base for all nations is one pilot plus one female pilot (1+1). The allocation is done according to 2.3, but in this process the place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation.

Where there is no separate championship for women, the base for all nations may be one pilot plus two female pilots (1+2). The allocation is done according to 2.3, but in this process the places allocated to the two female pilots in the base team size cannot be filled by a male pilot in any round of allocation.

2.3.2 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 males as substitutes for females with places allocated under the 1+1 rule (see 2.3.1).
Current World and Continental Champions, men and women, who are allowed a discretionary entry to defend their title if not selected as part of the national entry, are not taken into account in the number of pilots of the top nation.

2.3.3 Class 2 and 5 Teams

Each NAC must fill up to the full team quota in Class 5before it can enter a Class 5 glider in Class 2. A change of a competitor from one class to another is not permitted after the closing date stated on the entry form unless the entry is restricted, or a particular class in the championship is cancelled.
There is no team championship in Class 2.

2.4 Registration

Each competitor will be required to present:

- Proof of identity.
- Satisfactory evidence of glider airworthiness.
- Proof of valid insurance as detailed.
- GPS.

Each competitor will be requested to sign:

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

3 TASKS

3.1 Task

3.1.1 Task Setting

The Meet Director is to take into consideration the level of the average pilots when setting tasks. The same task shall be set for each pilot in a particular FAI Class. The Meet Director may announce alternative tasks at briefing for use if the weather changes, but he may not change the task once flying has started.

3.1.2 Type of Task

Tasks are defined in CIVL GAP – Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding.

3.1.3 Multiple Class Events

Where different classes fly from the same site, operations may be conducted under the charge of a single Director. Where different classes fly from separate sites, each site must have its own Director or Deputy Director.

3.1.4 Alternative Task Types

The Competition Organiser may propose additional task types at the time of making the bid for the Championships provided the organising team has satisfactory experience of the new task format in national championships.

3.1.5 Speed Section

In 1st Category competitions the Meet Director should set the end of Speed Section before goal to avoid pilots flying fast close to the ground. The minimum distance from goal should be 500m unless there is a valid safety reason to specify otherwise.

3.1.6 Task Times

The Meet Director shall state at briefing the times at which take-offs, starts, turn points and finish lines close. A last-landing time may also be set. If the start is delayed, all given times will be delayed by corresponding amounts, except that the last-landing time will, in no circumstances, be later than sunset plus 30 minutes. It may be earlier if local national air regulations or practical considerations so require; this must be stated in the Local Regulations.

3.1.7 Control at starts, goals and turn points

At starts, goals and turn points control will be made by a method approved by CIVL and detailed in the local regulations.
Details regarding crossing the finish line are explained in CIVL GAP document.

3.1.8 Overcrowding

The Meet Director must avoid dangerous overcrowding in the air. As a guide, tasks must be set and organised to avoid very large gaggles. For example, he may set a large start cylinder encompassing several thermal triggers, specify multiple start gates and/or temporarily close the launch until pilots already in the air disperse.

3.2 Take-off

Main take-offs must be described precisely on the competition website.
The Local Regulations must give the GPS references of these sites.
During the competition, other appropriate take-off sites may be used by the Meet Director after consultation with the Steward, Team Leaders, Task Advisory Committee and Safety Committee

3.3 Launch Systems and Management

The Meet Director may use any of the launch systems as agreed by CIVL at the time of the acceptance of the bid to run the Championships. The Local Regulations shall state which is to be used.

3.3.1 Other Launch System Proposal

A proposed, new launch 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 organiser shall produce his proposals in detail before acceptance of his bid.

3.3.2 Launch window Open Time.

The Task Board shall state the minimum length of time that the launch window must be open for the task to be considered valid.

The launch window open time will be based on the number of competitors and the number of launch points available with a minimum of 45 seconds of safe launch conditions per pilot.

The launch window open time will be based on the number of competitors and the number of launch points available with a minimum of 30 seconds of safe launch conditions per pilot.

Launch window extension time will be specified at the task briefing and will be used if the launch window is required to be closed for safety reasons.

3.3.3 Open Window

Free take-off without any set order. There must be a large enough rigging area for competitors with enough marshals to ensure easy entry into the take-off corridors.
There must be at least one ramp or take-off place for each 40 competitors and competitors must be able to take-off at a rate of at least two per minute in ideal conditions.

3.3.4 Start List

Pilots take-off in a scheduled order, which advances automatically each day. A take-off order is made by lottery before the first task. This order advances each day by a proportion of the competitors (say 2/7). If space allows (as in an aero tow launch competition) the gliders can be placed on numbered spots before first take-off time.

3.3.5 Ordered Launch

Pilots take-off in a scheduled order, which is determined by the Meet Director using the method approved by CIVL in the Local Regulations. When there are no pilots willing to launch, the Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed' under 3.3.6.

At sites not large enough for all the competitors, an ordered launch method may be used. If this is used on the first day, the order will be according to the WPRS; the following days the competition ranking will be used. In both cases the top 15 male pilots and the top 5 female pilots will have the right to enter the take-off area whenever they wish.

3.3.6 Take-off 'Push' System

At sites where the pilots are required to queue to take-off, the Meet Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing".
Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further 30 seconds to complete the take-off. A pilot who declines to take-off during his decision period must

immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take-off within 30 seconds or be scored zero for the task. A pilot who wishes to "push" must be ready to take off immediately when he pushes and may not leave the launch line subsequently. No pilot may move into the start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed. When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently "push" in that task.

- In competitions were multiple sequential launch lanes are used and there is an ordered launch, a "push" applies to all launch lanes in each "launch zone" as if it was a single launch lane. Sequential launch lanes means that pilots are allowed to launch sequentially from the lanes, e.g. first a pilot from Lane 1 launches, then a pilot from Lane 2, then a pilot from Lane 3, then another pilot from Lane 1, etc., in that order. A "launch zone" is an area where sequential launch lanes are grouped together. Where a site provides for both sequential launch lanes and independent launch lanes, a launch zone is an area where all of the sequential launch lanes are grouped together and are separate from other independent launch lanes.
- In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class.
- ***Note:*** *The Meet Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.*

3.3.7 Multiple Class Events

Where more than one class is competing from the same launch site it is recommended that organisers allocate launch priority to each class at a separate launch point, which may change daily. Where this is not practical, and in any mixed class launch lanes, the Local Regulations shall specify how the push rule (above) is to be applied to a queue of mixed class gliders.

It is recommended that organisers separate classes as far as possible by varying launch/start times, start cylinder radius and other available means.

3.3.8 Launch Officials

Where launch lanes or a queuing system is used the organiser shall provide a minimum of three launch officials per lane or launch point, whether the launch is ordered or not.

3.3.9 Re-launch

Unless specified in the Local Regulations, competitors will be allowed a single launch only.

A failed launch attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.

In the event of a technical problem immediately after launch, a pilot or team leader must ask permission from the Meet Director to land in the designated area. The pilot may only land after permission is given by the Meet Director. The pilot must report to the Meet Director before a second launch. Pilots who do not follow this protocol will be awarded minimum distance only.

When permitted a re-launch, pilots will not take priority over other pilots who have not yet launched.

- HG – In aerotow championships, re-launches and priorities are defined in the Local Regulations.

3.4 Start of a Task

3.4.1 General

Starts may be either Air or Ground Starts and may be either a single start time (Race to Goal) or a number of start periods (Elapsed Time Speed Run).

3.4.2 First Start Time

The time between the opening of the Launch Window and the first start time must be at least the minimum launch window open time specified in the Local Regulations plus a realistic period for the pilots to climb and fly to the edge of the start sector.

3.4.3 Other Start System Proposal

A proposed new start system may be used, provided 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.

3.5 Suspension, Cancellation or Stopping of a Task/Round

3.5.1 Suspension

For safety reasons the Meet Director may suspend the launch if conditions become unsuitable. If launching is suspended only for a short period, the Meet Director need not cancel the task.

3.5.2 Cancellation

The Meet Director may cancel a task before any competitor has taken off for safety reasons or if the weather becomes unsuitable.

3.5.3 Stopping

The Meet Director has the power to stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety.

3.5.4 Announcement

When a task has been stopped it is the responsibility of the Meet Director to announce this, and the stop time, on competition and safety frequencies. In addition, this should be notified to participants via Team Leaders. Where possible the announcement should also be repeated on team frequencies.
Stopped tasks are scored according to the rules in CIVL GAP - Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding document.

3.6 Goal

Two kinds of goal control are possible: with or without a physical line. The Meet Director should use a physical finish line as often as possible for several reasons (safety, accuracy, public, media).

3.6.1 Types of Goal

Options are defined in CIVL GAP – Centralised Cross-Country Competition Scoring for Hang-Gliding and Paragliding

3.6.2 Suitability of Goals

Prior to setting goals, organisers must physically check that the area is safe to land, with no dangerous obstacles on the approaches or surrounding area. Stewards will consult with the Meet Director to ensure that landing fields are suitable and safe prior to the start of the championship.
As far as possible, landing fields should be manned with at least one official for logistical and safety reasons.

3.7 Out Landings

If a pilot lands away from the designated goal for the task he must inform the organisers in person or by any means permitted by the organisers, with the minimum delay, at the latest by the closing time for the task or the reportback deadline. On return to base he must go immediately to retrieve control with his GPS unit. Failure to follow this procedure without good reason may result in penalties.

3.8 Retrieving

If organisers provide retrieves, the next task may not be started unless all serviceable competing gliders are retrieved in time to participate.

3.9 Rest day

After six consecutive flying days, there will be one rest day, unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders.
'Flying days' are defined in the Local Regulations.

4 GPS FLIGHT VERIFICATION

4.1 General

Only flight recorders approved by CIVL are allowed for scoring in Category 1 events. A list of approved flight recorders which meet the requirements of the CIVL Flight Recorder Specification will be published on the CIVL website (expected in 2017). Essentially, only flight recording devices that record both GPS and the International Standard Atmosphere pressure altitude (QNE) in the track log can be used. It must not be possible to modify any of the in flight position data (latitude, longitude or altitude) that the instrument records once the track log recording has started or after the flight has ended.
Flights will be verified using either GPS track log or live tracking data. When live-tracking data is used as a primary source of scoring, pilots must be able to produce GPS track logs as a back-up.
The FAI has the right to use all data collected in 1st Category events, including track logs, and may publish such data.

4.1.1 Approval and Notification

Any system of GPS flight verification must first be approved by CIVL as being secure and suitable for the purpose of verifying competition flights.
The organiser shall publicise, a minimum of 3 months before the start of the Championship, which software will be used, by name and version number.

4.1.2 IGC Standard Equipment

Competitors who wish to use IGC standard equipment are welcome to do so, provided they supply all necessary hardware and software, and all IGC standards are properly followed.

4.1.3 Live Tracking

Live tracking is mandatory in Category 1 events and test events. Organisers may request an exemption at the time of bidding.
Using the live tracking information as a strategic aid to pilots is an unsporting behaviour.

4.1.3.1 Mandatory Delay

In Hang Gliding,any publicly available feed provided by the organisation must have a delay of no more than 10 minutes.

4.2 GPS Use

4.2.1 Back-up Logger

A pilot may use multiple GPSs for verification and backup. Each pilot must designate the primary logger that will be downloaded as the primary source of scoring and the secondary one(s) to be used as backup, only in case of a malfunction of the primary logger.

4.2.2 Multiple Track Logs

In case of a malfunction of the primary logger, a pilot may submit evidence for a flight using data from other GPS units, even if each only covers part of the flight, providing that the Meet Director is satisfied the data was obtained by the pilot during the task in question.

4.2.3 Registration of GPS Units

Pilots are required to lodge the make, model and serial number of all GPS devices that they intend to use during the competition with the competition scorer.

If the device a pilot nominated is damaged during the competition the pilot may wish to use an alternative device. The competition organiser or launch marshal must be given the make, model and serial number of this alternative device prior to a pilot launching to fly a task for which the pilot hopes to use the device's track log for verification.

The Meet Director should ensure that each pilot has a unique make, model and serial number combination (i.e. no pilots are sharing devices) and they or their assistants must check the device's make, model and serial number prior to each task verification. Any GPS submitted which does not match the lodged information may be rejected for verification.

4.3 Track Log

4.3.1 GPS Data

The pilot must provide an unambiguous track log that shows without doubt that the data was collected:

- By the pilot on the flight in question.
- Of the declared turn point co-ordinates from the correct location in the correct sequence.
- Between the take-off and landing.
- With all relevant information being present on the track log.

4.3.2 Missing Track Log

If a pilot can produce no track log, written verification by launch officials of take-off within the authorised launch window will result in that pilot being scored to minimum distance rather than given a zero score.

4.4 General Verification Rules

4.4.1 Minimum Track Log Points

The interval between points in the track log must be set to 5 seconds or less.
A pilot's track log must contain sufficient track log points to verify all control features of the task that has been set, except that 4.3.2 may be applied for a start. In the event of doubt about track log validity 4.4.6 will apply.

4.4.2 Minimum Track Log Evidence

The verification software must confirm that all points used to verify the flight occurred at reasonable times (e.g. on the day in question, between the start of the task and the end of the task, and showing the correct chronology of start and turn points).
Track files without signatures, from devices not able to assign signatures, shall be downloaded directly from the GPS. The pilot must keep track files available for direct downloading from the instrument until the scores become official in order for the track file to be considered for scoring.

4.4.3 Missed Features

If the track log downloads successfully but shows that a pilot has missed feature(s) that the pilot was claiming, the backup track log(s) can be checked. If no backup exists, or if the backup also fails to provide verification, no other means of verification shall be allowed and the pilot's flight is awarded as the "best flight" that the available GPS evidence verifies.

4.4.4 No Track Log Evidence of Start Time

Where CIVL GAP is the scoring system, a pilot without evidence of start time will be given the start time equal to the start gate opening time. Otherwise, if the launch is within the start sector, and the pilot launches during the start window, but fails to provide proper evidence of start time, then the pilot is awarded a start time equal to the start window open time.

4.4.5 Altitude Infringements

Where vertical infringement of airspace, cloud or briefed altitude limits is considered possible it is the responsibility of the pilot to produce track log or barograph evidence that this did not occur.
Airspace violation checks rely primarily on the barometric altitude as recorded on the flight instrument tracklog (the International Standard Atmosphere pressure altitude QNE) and then when necessary corrected by the scoring software for the pressure conditions of the task (QNH). GNSS altitude may be taken into consideration (from the primary tracklog or a backup log) only in case of problems with barometric logging.

4.4.6 Rejection of Track Log

The competition organiser has discretion to reject any track log, or part thereof if he feels it does not show sufficient evidence that the claimed data is genuine. In such cases the pilot is to be awarded zero points for the task.

4.5 Pilot Responsibilities

4.5.1 GPS Equipment

Each pilot must ensure that hisequipment is secure and compatible with the approved GPS flight verification software that is to be used.

4.5.2 Operating Parameters

Pilots will be required to correctly set up the operating parameters of their GPS instruments. Failure to correctly set up their GPS instruments may lead to penalties being applied.

4.5.3 Radio

The organisation may require pilots to carry a radio able to receive and transmit on the safety frequency.
If required, the radio must be switched on in flight and set to either the safety frequency or that of the Team Leader and the Team Leader must have at least one radio set 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.

4.6 Flight Boundaries

4.6.1 National Borders

Flights terminating beyond the boundaries of the organisers' country or state shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission to cross such boundaries is given in the Local Regulations.

4.6.2 Controlled Airspace

The organisers shall specify in the Local Regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps and provided as openair.txt format files for display on instruments and scoring checks.
The organiser may establish prohibited airspace that may differ from official airspace as needed, and this airspace created for the competition shall be treated as official airspace with the same penalties. The entire flight from launch to landing will be considered for such violations irrespective of the task being active or stopped, the course started or finished.

5 SCORING

5.1 Competition Validity

The competition will be deemed valid for the purposes of awarding championship titles if the sum of the available points for all the tasks flown must be equal to or more than 1500 points, as determined by the authorised scoring formula.

The competition will be deemed valid for the purposes of awarding championship titles if the sum of the daily winners' scores is equal to or more than 1500 points, as determined by the authorised scoring formulas.

5.2 General

The detailed rules for scoring 1st Category competitions are now contained in the document "CIVL GAP - Centralised Cross-Country Competition Scoring System for Hang-Gliding and Paragliding". In case of conflicts between this document and the CIVL GAP document, the CIVL GAP document shall take precedence.
CIVL GAP is based upon the following definitions:

5.2.1 GAP General Definitions

The term "hang glider", in this section, covers all classes. These definitions take precedence over the ones given in the General Section.

5.2.1.1 Flights

Flight: A flight of a hang glider, starting at take-off, and ending with the landing
Free flight: The part of a flight in which the hang glider is not towed, carried or assisted by another aircraft or separate external or jettisonable power source.
Flight performance: The achievement attained during free flight.
Competition task (short "task"): See CIVL-GAP document.
Competition flight: A flight in a competition in which a pilot attempts to achieve a task as designed by the competition's task committee.

5.2.1.2 Locations and distances

Take-off: Place where pilots launch for the task.
Speed section: A timed section of the task where speed points are awarded. The pilots that complete the speed section fastest receive the most time points.
Start of speed section (SSS): The location where timing of the task starts. In a task definition, this is either an exit or an entry cylinder. For an individual pilot, it's the place where he crossed that cylinder to begin flying the speed section.
Turnpoint (TP): A turnpoint is a geographical point, defined by coordinates and altitude above mean sea level.
Control zone: A geographical area which must be reached by the pilots in the course of a competition task.
End of speed section (ESS): The cylinder/line/point where timing of the task stops.
Goal: The finish line or cylinder defining the task's end. Can be identical to ESS, but is often chosen as a line or a smaller cylinder inside or even away from an ESS cylinder for safety reasons.
Landing place: The point where any part of the hang glider or its crew first touches the ground.
Task distance: The shortest possible distance a pilot has to fly to finish the task. This means he has to fly to the boundary of each cylinder, not the turnpoints at the cylinders' centres.
Flown distance: A pilot's individual achieved distance in a task.
Finish point: Either the landing place or the goal crossing point.

5.2.1.3 Times

Race start: The time when pilots are allowed to cross SSS and begin flying the speed section. In a race to goal task with a single start gate, this is also the start time for all pilots.
Start time: Time when a pilot starts flying the speed section.
Start gate: A timing reference for SSS. Depending on the chosen start procedure, multiple Start Gates can be available, offering pilots a choice of different race start times.
Window open time: The time from when pilots are allowed to launch.
Task deadline: The time until which pilots' flights are being scored. All distance covered after this time will not be counted for scoring.
Finish time: Time when a pilot crossed the ESS boundary in the required direction (exit or entry) for the first time after completing all previous portions of the task.
Task time: Time a pilot took to fly the speed section.
Landing time: The time at which any part of the hang glider or its crew first touched the ground.

5.2.2 Task types

5.2.2.1 Race task

Given a task definition, the pilots' task then consists of launching at the take-off point within the launch time window, reaching all given control zones in the given order and direction (enter or exit), including the start of speed section cylinder at a time permitted by the start procedure. A task is concluded by crossing the goal line in the direction from the last cylinder before goal with a different centre point than goal towards goal. In the absence of a goal line, the task conclusion is achieved by reaching the final turnpoint cylinder. If a task deadline is given, flights are only considered up to that time.

5.2.2.2 Open distance task

In open distance tasks, the pilot's task consists of launching from the take-off point within the launch time window, reaching all given control zones in the given order and direction (enter or exit), including, if one is defined, the start cylinder at or after the given start time, and then fly the maximum distance, either along a given direction, or in a free direction if none is given, away from the last given control zone. Flights are considered up to the task deadline.

5.2.3 Task setting

See details on task settings in Chapter 6 of CIVL GAP.

- Definition of a task: race and open distance.
- Definition of control zones: tirnpoint cylinder, conical end os speed section.
- Definition of goal and goal line.
- Start procedures: air, ground, race to goal, elapsed time.
- Distances: task, speed section.

5.2.4 Task ranking

5.2.4.1 Overall task ranking

Pilots are ranked by their final score, in descending order. Pilots with the same score are ranked in the same position.

5.2.4.2 Female task ranking

A female task ranking is generated by exclusively listing female pilots, with the score they achieved in the overall task ranking. Female pilots with the same score are ranked in the same position.

5.2.4.3 Nation task ranking

For the nation task ranking, except for the Women's World Championships, the scores of the three best-ranked pilots of each national team are added up to create each nation's task score. For the nation task ranking at the Women's World Championships, the scores of the two best-ranked pilots of each national team are added up to create each nation's task score. The nations are then ranked by their score, in descending order. Nations with the same score are ranked in the same position.

For the nation task ranking, the scores of the two best-ranked pilots of each national team are added up to create each nation's task score. The nations are then ranked by their score, in descending order. Nations with the same score are ranked in the same position.

5.2.5 Competition ranking

5.2.5.1 Overall competition ranking

The competition overall score of a pilot is calculated by adding up all of his task scores. Pilots are then ranked according to their overall total score, in descending order, for the overall competition ranking. Pilots with the same score are ranked in the same position.

The overall score of a pilot is calculated by using the FTV algorithm described in the CIVL GAP document. For competitions with up to 6 planned tasks, an FTV factor of 0.2 is used. For competitions with 7 or more planned tasks, an FTV factor of 0.25 is used. Pilots are then ranked according to their overall score, in descending order, for the overall competition ranking.[13]

5.2.5.2 Female competition ranking

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

5.2.5.3 Nation competition ranking

The competition score of a nation is calculated by adding up all of that nation's task scores. Nations are then ranked according to their competition total score, in descending order, for the nation competition ranking.

5.2.5.4 Ties

If the scores of the first, second or third in the overall, female or nation ranking are identical, the tie shall be broken by adding up the task positions of the tied pilots, or teams. The pilot or team with the lowest sum is declared the winner. If this does not break the tie, joint champions will be declared. For all other ranking positions, pilots or nations with the same score are ranked in the same position.

5.3 Scoring Systems

5.3.1 Competition Scoring

The object of the scoring program is to reward pilots for their performances as fairly as possible. A scoring program that has been approved by CIVL which implements the latest, CIVL approved, GAP formula as defined by the most current edition of "CIVL GAP" must be used for competition scoring. The latest edition of "CIVL GAP", which describes the current version of the GAP formula, is available from the FAI office or from the CIVL website.

[13] Organisers of Category 2 competitions are free to choose whether they want to use FTV for overall scores. Especially for shorter competitions with fewer than 4 tasks, using the traditional method (adding up all task scores for each pilot) may be more suitable.

5.3.2 Approved Programs

The FS (Flight Scoring) program is approved by CIVL. It is available free of charge at:http://fs.fai.org
NaviterSeeYou and CompCheck with PWC formula may be used only with CIVL Bureau approval.

5.3.3 Nominal Parameters

The nominal scoring parameters, as defined by "CIVL GAP", are published in the Local Regulations. They may be modified during the first Team Leader briefing, prior to the start of the first task. They must not be changed after the start of the first task.

5.3.4 Use of Filters

Some scoring programmes permit the use of filters when calculating results. In Category 1 events where guest pilots are permitted e.g. Continental Championships, guest pilots may not be filtered out when calculating results as their presence will already have affected relative performances during the task and may also have affected the lead coefficient in the flight verification program.

5.4 Non-Scoring

5.4.1 Did Not Fly (DNF)

A pilot who is present at the launch site for the task but decides not to fly shall score zero and shall be indicated as DNF on the score sheet.

5.4.2 Disqualified (DSQ)

A pilot who is disqualified is to score zero and be indicated as DSQ on the score sheet for that task and all subsequent tasks.

5.4.3 Absent (ABS)

A pilot who withdraws due to illness or accident shall be marked as ABS (absent) for all subsequent tasks and no longer be counted in the group or class for the purposes of scoring for each task that he remains unfit to fly. A pilot who withdraws due to an equipment problem may also be marked as ABS subject to approval by the Safety Director; any such pilot is to continue to be shown as ABS for subsequent tasks until the Safety Director has approved repaired or replacement equipment.

5.5 Compensating Scores

5.5.1 Assisting Injured Pilots

If a pilot lands or limits his flight to help another pilot, his score for the day shall be his average day-weighted score averaged over his the previous task scores; as the meet progresses that score will be adjusted after each task. The Meet Director may also award extra points.
For guidelines to procedures concerning pilots in danger, see Common Section 7 Chapter 11.

5.5.2 Result of Complaint or Protest

If a protest from a pilot or group of pilots calls for the retrospective cancellation of a scored task, the jury must consider the position of other pilots in the competition. If the protest is justified, the jury should consider how to compensate the affected pilots, but should only consider cancelling the task if there is no other fair option.

5.5.3 Score Sheets

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

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 warning, as a minimum to disqualification as appropriate for the offence. Except where otherwise stated in Section 7A 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.
- Deduction of points. This may be a finite number of points or a percentage of the winner's score. A finite number may be up to the entire score of a pilot for that day.
- Alteration of placing order.
- 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.

6.2.1 Penalty for day winner

Where a pilot is penalized with a “zero for the day” and that pilot is the day winner, he shall be scored as absent (ABS) and listed as penalized. If, once the day winner is scored as ABS, the next pilot who would then be the day winner is also penalized with a “zero for the day”, he shall also be scored as absent (ABS), until there is a day winner without a “zero for the day” penalty. The intent of this rule is to remove this pilot’s influence from the day’s score.

6.3 Specific Penalties

The following penalties will apply:

- **Violation of restricted airspace.**

As an aid to competitors and when reasonably possible with the scoring system, pilots that fly closer than100m vertically or horizontally to prohibited airspace will be listed in the scores for each task without penalty.
More than 30 m vertically or horizontally within the restricted airspace: zero for the day.
Vertical Airspace Infringement Penalties: Between XX and zero metres outside the prohibited airspace: linear penalty from zero to YY percent of pilots’ points. Between zero to 30 metres inside the prohibited airspace: linear penalty from YY to 100 percent of pilots’ points.
The values of XX and YY are defined in the local regulations.

- **Cloud flying.**

1st offence: zero for the day.
2nd offence: expelled from the competition.

- **Dangerous and aggressive flying. Wrong turn direction**

1st offence: warning.
2nd offence: 100 points, doubled for every subsequent offence.

- **Flying without a Live-Tracker(If Live-Tracking is mandatory)**

1st offence: warning.
2nd offence: zero for the day.

- **Aerobatics after reaching the goal line.**

1st offence: warning.
2nd offence: 100 points, doubled for every subsequent offence.

- **Too much ballast.**

1st offence: 100 points.
2nd offence: zero points for the task.
3rd offence: expulsion from the competition.

- **Top Landing without permission after the launch window is open:**

1st offence: 100 points, doubled for every subsequent offence.

- **Early start**

Scored only for distance between launch and the start gate.

Early start in Hang-gliding (Jump The Gun feature)
A maximum early start of X seconds is allowed, as it is considered as a safety feature in potential crowded environment. Early start is penalized in FS by a factor of Y points per second of early start time. By default, the penalty is 1 point for every 2 seconds, up to a maximum of 300 seconds. Early start of more than X seconds is scored as minimum distance. The penalty factor and maximum time may be adjusted for local conditions and must be stated in the local regulations if they differ from the default values.

- **Airworthiness non-compliance**

The normal penalty for non-compliance is a 20% reduction in score for the last task flown. If during a subsequent task the glider is again found to be non-compliant a 0 score will result for that task. At the discretion of the Meet Director a lesser penalty may be applied in cases due to extenuating circumstances.

Controls and penalties according to the CIVL Competition Class document, Annex B.

- **General**

Not following competition officials' directions, abusive behaviour towards competition officials or other pilots, dangerous flying, VOX use, maliciously showing the stopped task sign, reporting landed too late after flight etc. Penalties at the Meet Director's discretion.

6.3.1 Cloud Flying

It is unsporting to gain an advantage by flying in cloud, and unsafe to fly in cloud because visual references are lost and it is impossible to maintain a safe separation from other pilots. If a pilot is inadvertently sucked into cloud, the onus is on that pilot to demonstrate that no advantage was gained.

A pilot's tracklogs will be checked to determine whether advantage was gained by cloud flying whenever:

- They are observed by a competition official or air marshal going into cloud and completely disappearing from view

- At least 2 pilots witness the accused going up into cloud and disappearing from view and taking advantage from this action
- The Meet Director at his discretion reviews track log data that appears to show advantage being taken by cloud flying.

6.3.2 Altitude Verification

Local airspace is defined using height above ground level (AGL) or Mean Sea Level (MSL) height relative to local airports (both based on the barometric altitude using the QNH of the day), and for the upper ceiling levels, standard pressure flight level based on QNE. For tasks that have local airspace defined by the barometric altitude based on QNH, the organiser will provide an official reference altitude in both feet and meters for the launch point for the day (this will always be the same for the same site), and a pressure setting (QNH) for the flying day (this will change each day with the weather). This information to be clearly displayed on the task board.

6.3.3 Collision Avoidance

Competitors shall at all times adhere to the international rules of the air *(published by ICAO)*. Ridge soaring, turning and landing patterns shall be complied with, and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. All pilots must read and understand the explanation of proper thermal procedures, presented in "Thermalling rules and Techniques" - Chapter 3 of Sporting Code Section 7 Guidelines and Templates. Failure to follow these guidelines may result in penalties to the pilot concerned including disqualification from the event.

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

6.3.4 Trimming of a Glider

Pilots are reminded that any glider shall be flown within the limitations of the certificate of airworthiness. Modifications to a glider that take it outside of its certification are not permitted. No trim tabs or other device other than the brakes and foot-based accelerator system are allowed to be used to alter airspeed in flight. Any such device found to adjust the length of the risers or change the functionality of the speed system will be regarded as cheating, and penalties applied accordingly.

7 COMPLAINTS AND PROTESTS

The Competition Organiser shall keep and archive all competition materiel that might be useful as evidence for at least 90 days after the end of the event, or until an appeal has been treated (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 4 hours of the publication of the provisional results. If provisional results are published after 22:00h, complaints deadline is not earlier than 11:00h the next day.
For the last competition task complaints must be submitted at the latest 1 hour after the publication of the provisional results.
Complaints will be dealt with expeditiously.
The Local Regulations might adjust the complaint deadlines.
Complaints are published on the headquarter official board.

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, within 12 hours of the result of the complaint being published at the main Headquarters.
For the last competition task, protests must be submitted within 1 hour of the publication of the provisional results.
Complaints are published on the notice board at the main Headquarters.
The protest feeis 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 adjust the protest deadlines.

8 EQUIPMENT AIRWORTHINESS & SAFETY STANDARDS

8.1 General

8.1.1 Airworthiness Standards

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.

8.1.2 Proof of Airworthiness

Upon registration, pilots are required to sign the Certified Glider Certificate provided as Appendix V and VI to this document. The organisers have the right to refuse any glider not of acceptable standard or configuration.

8.1.3 Change in Glider Configuration or Construction

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 and eligible to fly in the same class.

8.1.4 Airworthiness Checks

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 toco-operate with the organisers and officials.

8.2 Airworthiness Standards of Hang Gliders

8.2.1 Classification

Prototypes are not permitted to fly.
Each glider must have a serial number for identification.
Hang gliders permitted to fly must fall into one of the two following categories: certified or uncertified.
Local Regulations may state that uncertified hang gliders are not permitted. If so, the organisers must declare this intention at the time of bidding

8.2.2 Certified Hang Gliders

Hang gliders of a make and model for which there is airworthiness approval issued either by the BHPA, DHV, HGMA or similar testing body and which have not been altered in any way since manufacture that would affect this certification. Sprogs must be set within the certified range.

8.2.3 Uncertified Hang Gliders

These are production model hang gliders which have been available for sale for a minimum of 4 months and which have not yet obtained airworthiness approval, or certified models which have been altered from the certified configuration.
Uncertified gliders are allowed to fly only if the pilot or manufacturer can produce pitch and load test results for the glider model and size. Pitch test results must specify the sprog and VG settings used during testing.

8.2.4 Strength and Structural Limits

Hang gliders must comply with the load test certification standards of the HGMA, BHPA, DHV, or similar testing body. The additional standards in 8.2.5 override the certified configuration of a glider.

8.2.5 Additional Standards

8.2.5.1 Sprogs

Sprogs must be set within the allowed tolerance (1 degree from manufacturer settings). Organisers and officials may measure and record sprog settings.

8.2.5.1 Load Test

All structurally relevant components in the flown configuration (for example crossbar, uprights, leading edges, keel, speedbar, rigging cables) on the glider must have undergone a static load test to positive 6G / negative 3G as part of the certification tests by one of the certification organisations.

8.2.5.1 Wires

Minimum diameter of any structural external wire cables is 1.9 mm or 5/64 inches.

8.2.5.1 Side and Rigging Wires

Where an external compression strut is braced with rigging wires they must attach within 10cm of the point where the compression load is applied.
Side-wires shall attach to A-frames at no more than 10cm above the plane of the control tube, measured when the glider is resting on a horizontal surface.

Explanatory Notes: References to compression struts and rigging wires refer to the loads placed on parts of a glider by flight stresses. Gliders with cantilevered wings do not apply compression loads to the uprights, while in general, Class 1 gliders have uprights which are under compression in flight.
Control cables are not deemed to be structural.
Any external part of the glider which has compression loads placed upon it during flight is an "external compression strut", and therefore bracing wires attached to it shall conform to these rules.
Where the terminology or definitions which are used in these rules are in question with any particular glider, the relevant protest committee will provide a ruling.

8.2.5.1 Control Bar

If a control bar is load bearing and made of materials other than metal, it must have an internal rigging cable that serves as a structural backup. The internal rigging cable can be of metallic or non-metallic material and must be strong enough to withstand the shock load from the lateral force of breaking an undamaged control bar in flight. If a non-metallic control bar does not show clear evidence of an internal rigging cable (for example end pins or vibration when tapped) the pilot must supply a manufacturer's affidavit verifying the presence of a cable in the control bar tube.

8.3 Airworthiness Standards of Other Hang Gliding Equipment

8.3.1 Pilot Suspension Systems

The pilot suspension must include a non-metallic load bearing material of minimum 50mm^2 cross-section area (normal material Nylon woven webbing with 1000kg breaking strain). The attachment loop must have a backup, which bypasses any mechanical devices and either the main, or backup must be non-metallic. If an integral (one piece) harness suspension/hook-in system is employed, the backup may have a mechanical link which allows it to loop around the keel and attach to itself independently of the primary system

8.3.2 Rescue Parachutes

A serviceable rescue parachute must be carried, capable of deployment by both the right and left hand of the pilot in a normal flying attitude.

8.3.3 Helmets

All pilots competing in 1st Category events 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. A helmet is not compulsory in hang gliders with enclosed cockpits if it will restrict pilot vision

8.3.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards.
The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.
Weight can be measured at take-off or landing at the request of the organisers.
Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.
The weight limit for all equipment (without glider), extra clothes and ballast is 25 kg. If a pilot is equipped with a second parachute, the weight limit is 28 kg.
The organiser will provide a weight measurement scale. Pilots' nominal weight may be checked at registration. Pilots may be weighted before taking-off or after landing.

8.4 Airworthiness Standards of Paragliders

8.4.1 Classification

Only paragliders following the regulations defined in the CIVL Competition Class (CCC) requirements document are permitted to fly.
All paraglider models must be commercially available 90 days prior to the start of the championship.

8.4.2 Airworthiness Controls and Penalties

Principles for CCC gliders control, process and penalties are defined in Annex B of the CIVL Competition Class requirements document.

8.5 Airworthiness Standards of Other Paragliding Equipment

8.5.1 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.

8.5.2 Rescue Parachutes

Pilots must carry a serviceable reserve parachute.
All pilots must carry this reserve parachute plus one more. The latter must be deployable with the opposite hand compared to the main reserve or, even better, with either hand.
As an alternative to two reserve parachutes, a single reserve parachute easily deployable by either hand may be used.
Pilots shall make sure that both reserve parachutes, main and second, are within the maximum certified weight.

8.5.3 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.

8.5.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards.

The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.
Weight can be measured at take-off or landing at the request of the organisers.
Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.
The total weight, including all flight equipment and glider, must not exceed 33 kilograms in addition to the pilot's weight. As an exception, all pilots are allowed to ballast up to a total weight of 95 kg including all flight equipment and glider. It is the pilot's responsibility to ensure they have the competence and fitness to launch unaided at this total weight. Sporting Code section S7 9.14 and 9.15 apply.

The organiser will provide a weight measurement scale. Pilots' nominal weight may be checked at registration. Pilots may be weighted before taking-off or after landing.

8.6 Paraglider Pilot Experience Declaration

All pilots must complete the Pilot Experience Declaration form (See Section 7 Guidelines and Templates) outlining their general flying experience and specific experience and skills with their current glider. The form should be submitted on-line if available or at physical registration.
This information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof).
This data will not be made public, but may be used in case of incidents.
NACs should make sure that the pilots they register have reached the 'basic' level of skills listed In Appendix VII, for the glider they are flying.

8.7 Pilot Reporting of Safety

8.7.1 In Flight

All pilots have the responsibility to monitor the flying conditions and should report to the Meet Director directly or through the Team Leaders when conditions become unsafe on course. To avoid confusion this should be done using the phrases: Level 1 (safe), Level 2 (strong), Level 3 (too strong).

8.7.2 Pilot Safety Form

It is mandatory that Pilot Safety Forms be available in the download area.
The Pilot Safety Form must contain at least the following:

- Safety level: Safe / Unsafe for me / Unsafe / Comment
- Task setting: Good / Average / Bad / Comment
- Estimated cloud base height at the Start gate …….
- Estimated cloud base height at the end of the task…….

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