FAI Sporting Code

Fédération Aéronautique Internationale

Section 7B – Class O
PARAGLIDING AEROBATICS

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 Paragliding consists of the General Section and Section 7B combined, it also includes this Annex for aerobatic competition. In cases of doubt, consult the General Section to establish the principles before applying the specific rules which appear in this Section 7B document.

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

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1 INTRODUCTION AND FLIGHT DEFINITIONS

Section 7B of the FAI Sporting Code is the subset of Section 7 (or "Common Section 7") dedicated to Paragliding Aerobatics Championships. This document must be read in conjunction with the Common Section 7 and the General Section.

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

1.1 Flight Definitions

Additional definitions relevant to paragliding can be found in the Section 7 Annex: CIVL GAP – Centralised Cross-Country Competition Scoring System for Hang-Gliding and Paragliding.

1.1.1 Flight Box

A three dimensional virtual and variable space, within which all manoeuvres must take place. The flight box includes an area over the water where a pilot must land in case he loses control of his glider or throws his reserve parachute. The size and shape of the flight box is highly dependent on weather conditions, especially wind drift. It is the pilot's responsibility to monitor conditions closely during his flight in order to ensure he is in, and stays in, the flight box during all manoeuvres.
The overall flight box area is defined and described during the General Briefing. It may be adjusted later during the event.

1.1.2 No-fly Zone

The area over which flying is strictly forbidden at all times, irrespective of wind conditions. The no-fly zone is defined during the General Briefing and may be adjusted later during the event.
In the case where the Flight Box includes part of a No-Fly Zone, the rules of the No-Fly Zone prevail.

2 ENTRY AND REGISTRATION

2.1 Entry

The Local Regulations shall state:

- The maximum number of pilots that may be accepted in the Solo Championship.
- The maximum number of pairs of pilots that may be accepted in the Synchro Championship.
- The maximum number of pilots that may be entered by a NAC.

2.2 Eligibility to Compete

In the 5 years preceding the start of the Championships:

- Men shall have scored a minimum of 25 WPRS points
- Women shall have scored a minimum of 20 WPRS points

Synchro teams must demonstrate their skill either in a previous event or just prior to the championship.

2.2.1 Exemption to Eligibility to Compete

For any exemptions to pilot qualification requirements, applications must be made by the pilot's NAC, with supporting evidence of the pilot's skill and competition history. It is the responsibility of the NAC to ensure this is received by the CIVL President at least 30 days before the start of the competition.

The list of exempted pilots is published on the organisers' website.

The Meet Director, before the start of the competition, may request an exempted pilot or a Synchro team, to participate in a safety selection to demonstrate the skills defined in 2.2.1.1. In agreement with the Safety Director and Chief Judge, he may refuse entry to the competition if the pilot or the team is unable to demonstrate these skills.

2.2.1.1 Safety Selection

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

- Full stall + exit
- Tail slide + exit
- Wingover
- SAT
- Helicopter

All pilots entering the competition shall be able to demonstrate the following points of choreography:

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

2.2.2 Qualification Dates

Pilot qualifications must be finalised 30 days before the start of the championship.

2.2.3 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 pilot.
- The CIVL Screening Committee.

2.2.4 CIVL Screening Committee

A Screening Committee is appointed by CIVL Bureau for each championship. It consists of three people: one representing the Bureau, one representing the Aerobatics Committee, and a Senior Judge.
The screening committee shall:

- Check that entries accepted by the organiser meet eligibility to compete criteria. Notify the organiser promptly of any that do not, so that the pilot can apply for an exemption under 2.2.1.
- Accept and check applications for exemptions. Request additional information if needed, make decisions with safety in mind and inform NAC and organisers.
- Check that the allocation process is effected according to the rules.

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

2.2.5 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

The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts.
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 30 days before the start of the championship.

2.3.1 Mixed Championships

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.

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).

2.4 Registration

Each competitor will be required to present to the organisers upon registration:

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

Each competitor will be requested to sign:

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

Each competitor will be requested to present his equipment to be checked by the Safety Director and/or a Senior Judge. In case of non-compliance (see Chapter 8), the pilot might not be accepted.

3 BRIEFINGS

3.1 General Briefing

A general briefing is attended by all pilots before the start of the first run.
It is mandatory for all pilots to attend the meeting.
The general briefing includes:

- Review of Local Regulations
- Election of the Pilot and Safety Committees.
- Cuts policy.
- Maximum wind limits.
- Safety briefing (see Common Section -4 and 9).

3.2 Pilot Committee

A Pilot Committee must be formed and shall include three pilots elected by the competitors from nominations put forward by the Meet Director.

3.3 Safety Committee

As per Common Section 4.

3.4 Daily Briefing

It is mandatory for all pilots to attend the daily briefings.

4 RUNS

4.1 Official Practice Period

As per Common Section 7-2. All aspects of the organisation are in place except that there is no judging or scoring.
Timings of the practice runs are stated in the Local Regulations.

4.2 Cuts

Cuts are allowed after a minimum of 2 valid runs.
Cuts policy is decided by the Meet Director in agreement with the Chief Judge.
Cuts policy will be presented and discussed during the general briefing.
Cuts policy may evolve during the event depending on weather or other variable elements. In this case, it is presented during the daily briefing.

4.3 Programmes

Programmes may be free, imposed or restricted.
In an imposed or restricted programme, the Meet Director and/or the Chief Judge are entitled to specify technical limitations.

4.4 Pre-Flyers

Pre-flyers may be used at the discretion of the Meet Director.

4.5 Start Order

The starting order of the first run is set by a random draw or the reverse order of the last updated WPRS. For subsequent runs, pilots will start in the reverse order of the last updated competition standing.

4.6 Announcement of Programme Start

Before starting the programme, every pilot/pair has to make one “big ear” to notify to the judges the start of the run.
If, before starting the first manoeuvre, he estimates the conditions unsafe or the altitude too low to complete the run, the judges are notified by making 2 “big ears”. Then the pilot has to fly down immediately to a safe landing without making any aerobatic manoeuvre.
The pilot/pair will be allowed a re-flight, except when judges estimate that the pilot/pair showed unsportsmanlike behaviour: in this case, warning(s) might be issued. Nevertheless, it is always the pilot’s responsibility when to start his routine.

4.7 Flight Box

Aerobatic manoeuvres are only allowed in the flight box.
The characteristics of the flight box are explained during the general briefing, and when necessary, updated at the daily briefing. A detailed image clearly showing no-fly zones and the general area of the flight box will be permanently displayed on the official information board.
At take-off, information on the wind strength along the run and at landing must be provided and constantly updated.
The Meet Director, in agreement with the Safety Director and Chief Judge, define the maximum strength of wind acceptable. This is discussed at the general briefing.

It is strictly forbidden to fly over the public at a height below 250m (immediate elimination from the competition), even when the flight box technically extends over that area (no fly zone). If in conflict with local legal requirements, flying over the public is forbidden at any altitude.

4.8 Emergency Stop Signal

In case of emergency, the flight box can be closed.
A sound signal (loud enough to be heard by pilots) and/or a visual signal (cross and additionally a smoke bomb can be used) over the raft to announce that all aerobatics manoeuvres and all water landings must immediately stop. Pilots in the air must fly down and dry land safely.

4.9 Re-flight

The Meet Director or the Chief Judge may allow a re-flight if a pilot/team has not been given the opportunity to make a scored run. In case of a re-flight the pilot/team shall repeat the same manoeuvres that had been flown prior to the moment the run was interrupted. When a pilot/team is disturbed by any external factor during the landing (safety boat, unauthorised craft, swimmers etc) only the landing will be repeated and scored, and will be preceded by the last manoeuvre flown during the interrupted run.
When a re-flight cannot be granted due to lack of time (final run) the average of the preceding run(s) score(s) will be considered by the Judging team. Providing all affected pilots agree, the run may be validated. If not, the run is cancelled and the scores are disregarded.

4.10 Validation of Run

A run is valid if all competitors have been given the opportunity to make a scored flight.
In case of difficulties (meteorological conditions, logistics etc.), the Meet Director may decide to cancel or stop a run after consultation with the Safety Director, Chief Judge and Pilot Committee.
If a run cannot be completed one day, it will be continued on the next scheduled day, provided that similar meteorological conditions prevail.
If a run cannot be completed before the end of the time allowed for the competition, the run is cancelled and the scores are disregarded.

4.11 Communication

Radios and / or mobile phones can be used for communication.
The start of the run must be communicated by operating staff to the judges who will acknowledge confirmation.

5 MANOEUVRE DEFINITIONS AND EVALUATION CRITERIA

5.1 Solo and Synchro

Manoeuvre

- Description, minimum criteria
- Technical evaluation criteria
- Connections and other criteria
- Technical scoring coefficient

Full Stall

- Full stall. No specified duration.
- Entry, control of pendulum movement, control of direction and exit or connection.
- Twisted Full Stall: twisted on the entry, stay twisted when the glider stalls, untwist during the dive.
- Free connection.
- 1.00

Tail Slide

- Backward flying with open glider. Minimum 3 seconds.
- Maintenance of the shape, stability, perceptible backwards flight, control of direction, duration, exit or connection.
- Free connection.
- 1.15

SAT

- Evenly balanced SAT rotation. Minimum 2 rotations in SAT.
- Entry, angle of wing (90° for max score), low sink rate exit or connection (no collapse penalty for tip collapse during exit).
- Twisted SAT**:** twisted on the entry, must stay twisted for 2 turns can be exited untwisted.
- Forbidden connection to combo manoeuvres.
- 1.25

Wingover

- Series of pendulum turns with change of direction each time. Minimum twice to one side, twice to the other side with high angle (minimum 135°).
- Rhythm, flow, trajectory, angle (minimum 135° for maximum score – the higher the better).
- Twisted Wingover**:** must be twisted during the entry, and stays twisted until the glider stabilises.
- Free connection.
- 1.35

Asymmetric Spiral

- Series of pendulum turns in the same direction each time.
- Rhythm, flow, trajectory, angle (135° for maximum score - the higher the better).
- Free connection.
- 1.35

Looping (inversion)

- Entry from asymmetric spiral or a normal spiral. Reversal of a revolution that makes the pilot turn around the wing in a pitch movement. Minimum angle: 135°.
- Entry, energy, timing, flow, trajectory (pitch movement), angle (180° for maximum score), exit or connection.
- Twisted Looping**:** twisted on the entry, must stay twisted until the glider stabilises.
- Free connection.
- 1.50

Asymmetric SAT

- Entry from, say, spiral or wingover in same direction (old school).
- Energy, timing, flow, trajectory (SAT rotation), angle (135° for maximum score), asymmetric dynamic exit (no collapse, no stall).
- Free connection.
- 1.55

Dynamic Full Stall

- Straight climb. Minimum 1 rotation (minimum 45° backwards pitch) + full stall. No specified duration.
- Energy, importance of pitch (90° for maximum score), control of direction and exit or connection.
- Twisted Dynamic Full Stall: twisted on the entry, stay twisted when the glider stalls, untwist during the dive.
- Flipped Dynamic Full Stall: body flip either forward or backwards during the stall. Flip may begin during the climb out and must be completed before the dive.
- Free connection.
- 1.60

Misty Flip

- Straight entry & climb, 360° spin, straight horizontal dive, exit not more than 180° from the direction of entry.
- Importance of pitch on entry, 360° rotation, maintenance of shape, strong dive, no rotation on entry and exit, direction.
- Twisted Misty Flip**:** twisted on the entry, untwisted by the rotation of the glider.
- Free connection.
- 1.65

Mac Twist

- Spin from spiral maintained until pendulum stabilised. Minimum 90° for maximum score.
- Energy and asymmetry on entry, speed and importance of rotation, pendulum stabilisation, fast exit or connection.
- Twisted Mac Twist**:** must be twisted during the entry, untwisted by the rotation of the Mac Twist Twisted.
- Free connection.
- 1.70

Helicopter

- Perfect spin with open glider and vertical axe of rotation. Minimum 3 rotations.

- Maintenance of the shape, stability of rotation axis (vertical), speed of rotation, low sink rate, duration, exit or connection.
- Twisted Helicopter**:** twisting during the helicopter, must stay twisted for 2 turns, can untwist for the exit.
- Forbidden connection to combo manoeuvres (Twister, Heli-SAT…).
- 1.70

X-Chopper

- Entry with high energy, constant & rapid climb, minimum 90°, minimum 360° spin, strong dive, exit dive not more than 270° from the direction of entry.
- Importance of pitch on entry, minimum 360° rotation, energy, maintenance of shape, strong dive.
- Free connection.
- 1.70

Misty to Misty

- Same criteria as for Misty Flip, transition: use the exit energy of the first Misty for the next one.
- Direction must be changed.
- 1.75

Misty to Helicopter

- Same criteria as for a Misty Flip. Minimum 45° climb before rotation + transition to Helicopter + Heli criteria.
- Flow and speed of transition.
- Twisted Misty to Helicopter**:** must be twisted during the entry, untwisted by the rotation of the Misty.
- Forbidden connection to Heli.
- 1.75

Misty Reverse

- Misty Flip entry, 360° rotation stopped and connected straight into a Helicopter in the opposite direction.
- Energy on entry, timing, flow, angle, connection to Heli (fluidity, rapidity, openness).
- Free connection.
- 1.80

Tumbling

- Asymmetric or inversion entry, perfect pitch movement. Minimum 1 rotation.
- Energy on entry, timing, flow, trajectory (pitch movement), angle (180° for maximum score, minimum 135°), exit or connection.
- Forbidden connection to Infinite.
- Twisted Tumbling**:** twisted on the entry, must stay twisted, untwist at the exit NOT during the turns.
- This manoeuvre cannot be one of the last two manoeuvres.
- 1.80

SAT to Helicopter

- Minimum 2 SAT rotations + connection + minimum 3 Heli rotations.
- Flow and speed of transition.
- Twisted SAT to Heli**:** twisted on the entry, must be untwisted during the transition into helicopter, NOT before.
- Forbidden connection to Heli.
- 1.85

Mac Twist to Helicopter

- Mac Twist criteria + spiral maintained to Heli + minimum 3 Heli rotations.
- Flow and speed of transition.
- Twisted Mac Twist to Heli**:** must be twisted during the entry, untwisted by the rotation of the Mac Twist.
- Forbidden connection to Heli.
- 1.85

Twister (Helicopter to Helicopter)

- Heli to one side, Heli to other side. Minimum 3 rotations each side.
- Speed of transition.
- Forbidden connection to Helicopter.
- 1.85

Helicopter to SAT

- Minimum 3 Heli rotations + connection to minimum 2 SAT rotations.
- No rotation on entry and exit, direction.
- Twisted Heli to SAT**:** twist during the helicopter. Must stay twisted during the whole transition, at least 1 turn of SAT twisted. Can untwist on the exit.
- Forbidden connection to SAT.
- 1.85

Corkscrew

- Tumbling entry, spun during the entry into a Helicopter.
- Energy on entry, timing, flow. Stable entry into the Helicopter.
- Twisted Corkscrew: twisted during the entry, untwisted by the rotation of the cork.
- Free connection.
- 1.90

Cowboy

- Misty Flip to dive to Helicopter.
- Same criteria as for Misty Flip. Minimum 45^{o} climb before rotation + forward dive + transition to Helicopter + Heli criteria.
- Twisted Cowboy: must be twisted during the entry, untwisted by the rotation of the Misty.
- Forbidden connection to Heli.
- 1.90

Infinite Tumbling

- Series of perfect Tumbling (pitch movement). Minimum entry plus 5 rotations.
- Rhythm, flow, trajectory (no roll movement), tension in the lines and glider, duration, exit or connexion.

- Twisted Infinite**:** twisted on the entry, must stay twisted, untwist at exit NOT during the turns.
- Flipped Infinite Tumbling: body flip either forward or backwards during the Infinite Tumbling. Flip must begin and end at the same point of one full rotation.
- Forbidden connection to Tumbling or Anti-Rhythmic.
- This manoeuvre cannot be one of last two manoeuvres.
- 1.95

Rhythmic SAT

- Entry without pitch, constant progression. Minimum 135° in the best rotation, 180° for maximum points + 1 straight rotation at the end.
- Rhythm and regularity of the variation of the axis, flow, angle, exit or connection.
- Twisted Rhythmic SAT**:** twisted on the entry, must stay twisted, untwist at the at exit NOT during the turns.
- Forbidden connection to Tumbling, Infinite and Anti Rhythmic.
- This manoeuvre cannot be one of last two manoeuvres.
- 1.95

Joker

- Tumbling entry. 1 rotation only, stopped during the dive. Exit with high energy + Helicopter to the same side + SAT to Heli connection.
- Energy on entry, timing, flow, energy on exit, angle, connection to Helicopter (fluidity, rapidity). Only 1 Tumbling rotation.
- Twisted Joker**:** twisted on the entry, twisted on the dive, must untwist during the connection into helicopter.
- Free connection.
- 2.00

Anti-Rhythmic SAT

- Entry by Tumbling, minimum 135° in the first rotation (180° for maximum points) + 1 SAT rotation at the end.
- Rhythm and regularity of the decreasing angle of the axis, flow, exit or connection.
- Twisted Anti Rhythmic SAT from Cab Slide**:** twist during the Infinite turns, must stay twisted until the SAT. Must stay twisted for 1 SAT rotation, can untwist for the exit.
- Twisted Anti Rhythmic SAT from Tumbling**:** twisted on the entry, must stay twisted until the SAT. Must stay twisted for 1 SAT turn, can untwist for the exit.
- Free connection.
- This manoeuvre cannot be one of last two manoeuvres.
- 2.00

Esfera

- Rhythmic SAT pulled to the vertical and followed by an Anti-Rhythmic to the other side.
- Twisted Esfera**:** twisted on the entry. Must stay twisted until going vertical, untwist when vertical and twist again on the other side for the Anti-Rhythmic. Must stay twisted for at least one SAT rotation. Can exit untwisted. The pilot must twist immediately after untwisting. Untwist during 1 rotation and twist again during the next rotation.
- Free connection.
- This manoeuvre cannot be one of the last two manoeuvres.
- 2.10

Misty to Tumbling

- Misty Flip followed by a high Tumbling using dive into the Misty Flip.
- Energy on entry, timing, flow.
- Possibility to connect to Infinite Tumbling.
- This manoeuvre cannot be one of the last two manoeuvres.
- 2.20

5.2 Synchro only

Manoeuvre

- Description, minimum criteria
- Technical evaluation criteria
- Connections and other criteria
- Technical scoring coefficient

Rodeo SAT

- Synchronised and rapid entry, proximity of the wings, flow, duration, exit.
- Minimum 2 revolutions around the SAT at the same altitude.
- Twisted Rodeo SAT: the SAT must be twisted on the entry, must stay twisted for 2 turns, can be exited untwisted.
- Free connection.
- 1.65

Rodeo Helicopter

- Synchronised and rapid entry, proximity of the wings, flow, duration, exit.
- Minimum 2 spiral revolutions around the helicopter at the same altitude.
- Twisted Rodeo Helicopter: twisting during the helicopter, must stay twisted for 2 turns, can untwist for exit.
- Free connection.
- 1.70

Bitch Switch

- Synchronised and rapid entry, proximity of the wings flow duration, synchronised and rapid switch, exit.
- Minimum 2 spiral revolutions around the SAT at the same altitude for each pilot.
- Free connection.
- 1.75

Bro Hook

- One pilot flies straight, the other pilot approaches from behind and connects.
- Flow, entry, duration (min 5 sec.), disconnection.
- Free connection.
- 1.80

Synchro Spiral

- Synchronised and rapid entry, proximity of the wings, duration, high sink rate, rapid and controlled exit.
- Minimum 2 revolutions, maximum distance is one paraglider line length between (approx. 10m).

- Free connection.
- 1.80

Pitch Pendulum Synchro

- Rapid and synchronised entry. Pilots should be vertically aligned for maximum score.
- Minimum twice, one over the other.
- Twisted Pitch Pendulum: both pilots must stay twisted during at least 2 revolutions.
- Free connection.
- This manoeuvre can only be one of the last 2 manoeuvres.
- 1.95

5.3 Landing

Manoeuvre

- Description, minimum criteria
- Technical evaluation criteria

Approach and precision

- Land on the raft for maximum score.
- Quality of the approach and precision (distance to the raft).

Raft

- Pilot standing for maximum score.
- Landing fully on the raft.

Ground Spiral

- Minimum 360° revolution, height of wing tip over water, less than 3m at the lowest point.
- Entry (speed, sink rate), height of wing tip over water (touch for max. score).

Synchro Ground Spiral

- Minimum 720° revolution when performed independently, or 360° when following a Synchro Spiral (total 3 revolutions), height of wing tip below 3m at the lowest point.
- Entry (speed, sink rate), height of wing tip over water (touch for maximum score) in close proximity to each other.

Hand touch

- Precision, length of touch with hand.

Foot touch

- Precision, length of touch with foot.

Jesus walk

- Precision, length of walk and frequency of the steps.

Spin

- Minimum rotation: ½ turn before pilot lands.
- Speed of rotation, good sink rate and standing landing.

5.4 Choreography

Manoeuvre

- Technical evaluation criteria

Placement and Drift

- For maximum score: start the programme considering the drift of the routine and finish with enough altitude for the (+ spiral) landing approaching the raft.

Management of Altitude

- Managing all manoeuvres of the programme and using all the altitude available.

Flow

- Each manoeuvre has to be flown fluently with good energy management.

Rhythm and Connection

- Good energy management between the manoeuvres and smooth connections.

Originality and Diversity

- Innovative and varied use of spin/stall/dynamic manoeuvres. Also moving to both sides left and right. Using different entries for manoeuvres. Appeal to public.

Synchro Coordination

- Maintain the same altitude when performing the manoeuvres. Staying in close proximity to each other. Starting/ending manoeuvres simultaneously.

6 SCORING

6.1 Competition Validity

A minimum of 2 runs is required to validate the Championships in each category (Solo and Synchro).
A maximum of 12 rounds may be flown in each category.

6.2 Champions

6.2.1 Solo

The overall score of each pilot is calculated by adding up all his task scores. The winner has the highest scores. Pilots with the same score are ranked in the same position.

6.2.2 Synchro

Pairs of pilots can be of the same or different nationalities.
Pairs of pilots of different nationalities fly under their respective national flags and anthems.
The overall score of each pair is calculated by adding up all their task scores. The winning pair has the highest score. Pairs with the same score are ranked in the same position.

6.2.3 Team

The number of pilots constituting a national team (X) and the number of pilot scores used to calculate the team score (Y) will be stated in the Local Regulations.
There is no team competition in Synchro.
The run score of a nation is calculated by adding up the highest Y scores of that nation's team pilots (X) for that run. The overall team score is the sum of the run scores. The winning nation has the highest score. Nations with the same score are ranked in the same position.

6.2.3.1 Non Team Pilots

The number of pilots entered by a NAC might be higher than the number of pilots constituting a national team. Pilots that are not eligible to score for the national team are eligible to compete for the individual championships.

6.2.4 Tied Scores

If, at the end of the competition there is a tie for any of the first three places, the pilot or team with the highest run score will be declared the higher placed pilot or team. If both have the same highest score, the second highest scores will be considered.

6.3 Scoring

A scoring system that has been approved by CIVL (currently Acropyx) will be used for competition scoring.
A scoring system shall be tested at a major competition before it is used in a 1st Category event.
Only manoeuvres defined in Chapter 5 are scored. Definitions include description, minimum criteria, technical evaluation criteria, connections, technical scoring coefficient and other criteria.
There is no limitation in number and type of manoeuvres unless specified by the Meet Director and/or the Chief Judge. Any limitation must be clearly notified to all pilots prior to the start of the run.
The judging panel consists of at least 3 CIVL qualified judges. No more than 2 judges can be of the same nationality.

6.3.1 Solo

Each judge awards 3 marks between 1 and 10: technical expression during the programme, general choreography, landing.
Marks are from 1 to 10, with half points.
The Judges' mark is composed of the average of the Judges' scores for technical expression (adjusted, see 6.3.1.1 below) + average score for choreography (including twisted and flipped bonus marks) + average score for landing.
The final mark is generated by the scoring software such that the technical expression component represents 40% of the final mark, choreography 40% and landing 20%.
These values can be modified depending on local factors. Information about the values in force will be provided, at the latest, at the general briefing.

6.3.1.1 Technical

Manoeuvres are judged according to:

- criteria
- difficulty coefficients
- penalties

The final mark for technical expression is the average mark multiplied by a difficulty coefficient, which is calculated as the average of the 3 highest coefficient manoeuvres flown during the run.

6.3.1.2 Choreography

Manoeuvres are judged according to:

- Placement and drift, number of manoeuvres, management of altitude (3/10)
- Flow, rhythm, connections, originality, diversity, style, overall artistic impact of the run (7/10)

6.3.1.3 Landing

Manoeuvres are judged according to:

- Approach and precision of the raft landing (3/10)
- Ground Spiral (5/10)
- Other tricks: hand and foot touch, Jesus walk, spin (2/10)

6.3.2 Synchro

Each judge gives 4 marks between 1 and 10: technical expression during the programme, general choreography, landing, synchronisation of manoeuvres.
Marks are from 1 to 10, with half points. The Judges' mark is composed of the average of the Judges' scores for technical expression + average score for choreography + average score for landing + average score for synchronisation.
The final mark is generated by the scoring software such that the technical expression component represents 25% of the final mark, choreography 25%, landing 25% and synchronisation 25%.
These values can be modified depending on local factors. Information about the values in force will be provided, at the latest, at the general briefing.

6.3.2.1 Technical

Manoeuvres are judged according to:

- criteria
- difficulty coefficients
- penalties

The final mark for technical expression is the average mark multiplied by a difficulty coefficient, which is calculated as the average of the 3 highest coefficient manoeuvres flown during the run.

6.3.2.2 Choreography

Judging criteria:

- Placement and drift, number of manoeuvres, management of altitude (3/10)
- Flow, rhythm, connections, originality, diversity, style, overall artistic impact of the run (7/10)

6.3.2.3 Landing

Judging criteria:

- Approach and precision of the raft landing (3/10)
- Ground Spiral (2.5/10) or Synchro Ground Spiral (5/10)
- Other tricks: hand and foot touch, Jesus walk, spin (2/10)

6.3.2.4 Synchronisation

Judging criteria is based on the average of the synchronisation achieved during all single manoeuvres (5/10) and an appreciation of the general synchronisation (5/10).

6.4 Technical

Each manoeuvre has a fixed difficulty coefficient in accordance with the table found in 5.1. (Solo) and 5.2 (Synchro).

6.4.1 High coefficient manoeuvres

During each run, a maximum of 2 manoeuvres with coefficient of 1.95 or more can be flown. If more than 2 such manoeuvres are flown, a warning will be given, the extra manoeuvres will not be scored and their coefficients not taken into account for the determination of the average coefficient.

6.4.2 Points Deductions

The following provide some reference criteria. The judges shall appreciate the context in which the problem occurs, its importance, and the way in which the pilot manages the situation.

Collapses/Tucks:

- 0 to 25%: 0 to 2.5 points reduction for the manoeuvre
- 25 to 50%: 2.5 to 5 points reduction for the manoeuvre
- 50 to 100%: 5 to 8 points reduction for the manoeuvre

Unplanned Change of Direction:

- <90 °: 0 to 2.5 points reduction for the manoeuvre
- 90 to 180 °: 2.5 to 5 points reduction for the manoeuvre
- >180°: 5 to 8 points reduction for the manoeuvre

Cravat:

Fast recovery and full control are required.

- <10% and recovery in less than 3s: 2.5 points reduction for the manoeuvre
- >50% and recovery in more than 3s: 2.5 to 8 points reduction for the manoeuvre

Unplanned Twist

- <1 turn: 2.5 to 5 points reduction for the manoeuvre
- 1 turn or more: 5 to 8 points reduction for the manoeuvre

6.4.3 Twisted manoeuvres

During each run, up to 3 manoeuvres can be performed twisted. They will be rewarded with bonus points.
If more than 3 manoeuvres are flown twisted, a warning will be given. The extra manoeuvres will not be scored and their coefficients not taken into account for the determination of the average coefficient. All manoeuvres allowed to be flown twisted in Solo can be performed twisted in Synchro.

6.4.4 Twisted Bonus

A manoeuvre performed twisted will increase the choreography mark as follows:
Solo and Synchro:

- +5% Full Stall – SAT – Misty Flip – Helicopter
- +6% Dynamic Full Stall – Twisty Twist – Misty to Heli
- +7% Looping – Wingovers
- +8% Mac Twist – SAT to Heli – Cowboy
- +9% Mac Twist to Heli – Heli to SAT – Corkscrew
- +10% Tumbling – Anti-Rhythmic
- +11% Infinite Tumbling – Rhythmic SAT – Joker
- +12% Esfera

Synchro only:

- +5% Rodeo SAT – Rodeo Helicopter
- +11% Pitch Pendulum

6.4.5 Flipped Manoeuvres

During each run, up to 1 manoeuvre can be performed flipped. It will be rewarded with bonus points. If more than 1 manoeuvre is flown flipped, a warning will be given. The extra manoeuvres will not be scored and their coefficients not taken into account for the determination of the average coefficient. All manoeuvres allowed to be flown flipped in Solo can be performed flipped in Synchro.
If a flipped manoeuvre is to be performed, it must be one of the last 3 manoeuvres, and must be announced before the run by personally informing one of the judges, or, at the latest before take-off, by requesting the start marshal or drop master to inform the judges.

6.4.6 Flipped Bonus

A manoeuvre performed flipped will increase the choreography mark as follows:

- +7% Dynamic Full Stall
- +9% Infinite Tumbling

6.4.7 Synchro

Each manoeuvre has a fixed difficulty coefficient in accordance with the listing found in 5.2.
All manoeuvres allowed to be flown twisted in Solo can be performed twisted in Synchro.
They will be rewarded by the same bonus points according to the same criteria. In addition, the following synchro manoeuvres will increase the choreography mark as follows:

- +5% Rodeo SAT
- +11% Pitch Pendulum

Point deductions for collapses, tucks, cravats and unplanned twists or changes of direction, as noted for Solo, will also be applied to Synchro scoring.

6.5 Choreography

Choreography is scored for the entire run, including the landing.

6.5.1 Repetition

Each manoeuvre may only be performed once within the competition without deductions to the choreographic score, unless performed in the opposite direction i.e. left/right. When the same manoeuvre is flown more than once in the same direction during the same competition, every repetition will be accorded a deduction of the choreography mark. This rule also applies when the same manoeuvre is flown once untwisted and then twisted. Under certain conditions, the Chief Judge and/or Meet Director may choose to ignore this rule, in which case, information shall be provided at the briefing preceding that run.
For Rodeo SAT and Rodeo Helicopter, the rotation of the SAT or the helicopter will determine the direction of the manoeuvre
In Synchro, when the two pilots perform the same manoeuvre simultaneously in opposite directions, the manoeuvre is considered as neutral, without a specific direction of rotation.

6.5.1.1 Deductions

The penalty for repetition is typically a reduction of 13% of the choreography mark for each repetition, but may be specified differently, and will be stated at the general briefing.

6.5.1.2 Exceptions to Repetition

The following manoeuvres can be performed more than once without penalty: Tail Slide, Wingover, Full Stall, Dynamic Full Stall, Pitch Pendulum, Bro Hook.

6.6 Landing

Landing on the raft is an integral part of the competition.
The raft must have a surface area of 25 square meters minimum on a lake, and larger when on sea water in order to protect, as much as possible, the glider from the salt.

6.6.1 Landing On Ground

The Meet Director, in agreement with the Safety Director and Chief Judge and after consultation with the Safety Committee can decide to eliminate the landing on the raft in the case of rough seas, very cold water (less than 10°C) or unsafe landing conditions.
In that case, a ground landing can be scored under the following conditions:

- The pilots should be able to safely approach the landing area without over flying the public.
- A target landing gives the “raft points”. The target must be 1m diameter minimum.
- Ground spirals are not allowed.

6.6.2 No Landing Scoring

If the conditions are not safe, the Meet Director, in agreement with the Safety Director and Chief Judge and after consultation with the Safety Committee can decide that landing will not be scored (0 for all pilots).

6.7 Synchronisation

Synchronisation is scored for the entire run, including the landing.

6.8 Obvious Error

The Meet Director may hold a conference with the judges to adjust a score in case of an obvious error.

7 PENALTIES AND WARNINGS

7.1 Penalties

7.1.1 Dangerous Flying

When the judges determine that a pilot has put himself into a dangerous situation through recklessness, poor preparation or by attempting a manoeuvre beyond his current skill level/proficiency.

- 0 points for the run.

7.1.2 Opening of Reserve

Opening of the rescue parachute:

- Technical score only for the manoeuvres already completed. 0 for choreography and landing. A warning will be issued in the case of 7.1.1

7.1.3 Not Opening of Reserve

Not opening the reserve or delayed deployment when needed:

- 0 points for the run + Warning.

7.2 Warnings

For safety reasons but also to ensure sportsmanship and fair play, warnings can be imposed on pilots. Warnings carry penalties.
Each warning is displayed on the results sheet.
The penalty points are shown in the results and are deducted from the total results.

Officials entitled to impose warnings:

- The judges for safety and competition related aspects: each judge notes the warning on his scoring sheet. The warning is valid if at least 2 judges (or 3 when 5 judges) give a warning.
- The Meet Director and Safety Director for safety related aspects.
- The Meet Director for sportsmanship related aspects.

Warnings can be imposed for incidents occurring at any time during the event: flight, registration, meals, transport to the take-off, at the take-off, during the briefings etc.

7.2.1 Offences liable to result in a warning

7.2.1.1 General Safety

- Disregard of the flight box.
- Disregard of the signal closing the flight box.
- Starting manoeuvre earlier than 1 minute after the preceding pilot has landed.
- Performing one of the manoeuvres not allowed to be flown as one the last 2 manoeuvres.
- Over flying the public.
- Unauthorised take off.

7.2.1.2 Taking Risks

- Dangerous flying.
- Endangering others (raft crew).

- Unsafe landing.

7.2.1.3 Respect – Sportsmanship

- Late arrival/non-attendance at briefings.
- Delay at take-off.
- Unsporting behaviour.
- Disrespectful or aggressive behaviour towards the organisation, officials or other competitors.
- No 'ear' before programme start.

7.2.1.4 Other

- Disregard of the rule stating the maximum number of twisted manoeuvres and/or flipped manoeuvres that can be flown during a specific run.
- Disregard of the rule stating the maximum number of high coefficient manoeuvres that can be flown during a specific run.

7.2.2 Warning Penalties

Warnings carry penalties .

- 1 warning: 0.5 point.
- 2 warnings: 1 point.
- 3 warnings: Disqualification.

Penalties will be applied whether the same offence is repeated or whether warnings have been applied for different offences.

8 COMPLAINTS AND PROTESTS

The competition organiser shall retain and archive the video footage and other relevant competition materiel which might be used as 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).

8.1 Technical errors

A pilot who notices a technical error (wrong manoeuvre, undeserved warning...) has the right to notify the judges who will take into account the notification, will evaluate it and will correct their decision if appropriate.
Scoring a routine remains a subjective matter, even when the scores of the 3 judges are averaged. Pilots and Team leaders should be aware that complaints or protests that are not about technical errors, but about the subjective way a run has been appreciated, are unlikely to be upheld by a Meet Director or a Jury.

8.2 Video Evidence

The competition organiser shall arrange a video recording of all runs. The video recording can be used as an additional source of evidence only if:

- The Meet Director requests the adjustment of a score.
- The Chief Judge decides to review it when dealing with a complaint.
- The Jury decides to review it when dealing with a protest.

Amateur video evidence is not accepted.

8.3 Complaints

A complaint may be made to the Meet Director, preferably by the Team leader, in writing in English, to request a correction. It must be made within one hour of the publication of the provisional results.
If provisional scores are posted more than 2 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 8.00 am.
For the last competition run, complaints must be submitted at the latest one hour after the publication of the provisional results.
Complaints will be dealt with expeditiously.
The Local Regulations might change the complaint deadlines.

8.4 Protests

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director, which is passed to the FAI Jury. Protests should be made, preferably by the Team leader, in writing in English, within two hours of the result of the complaint being notified to the complainant.
For the last competition task, protests must be submitted within one hour after the result of the complaint is notified to the complainant.
The protest fee is defined in the Local Regulations. It may not be larger than $50 US or €50 for championships held on the European Continent. It will be returned if the protest is upheld.
The Local Regulations may adjust the protest deadlines.

9 SAFETY & EQUIPMENT

9.1 Personal Responsibility

Each competitor has a personal responsibility for his own safety and those of others. He should only perform manoeuvres that he has practised and that he can control fully.

9.2 Equipment

All equipment, including glider, harness and rescue parachutes must be in perfect condition. Pilots will not be able to compete with damaged or broken lines, damaged fabric, coverings, stitching or reinforcements.

9.2.1 Glider

All competing gliders must be certified according to EN 926-1 or LTF 91-09, for shock and load tests.

9.2.2 Harness

The harness must be certified according to EN 1651 or LTF.

9.2.3 Reserve Parachutes

Two rescue parachutes are compulsory: 2 classic or 1 classic and 1 Rogallo or BASE system.
For D-bag drop competitions, at least one rescue parachute must be a Rogallo or BASE system. An organiser may request an exemption from this requirement when bidding.
They must be certified according to EN 12491 (except for BASE system).
Both reserve parachutes must be dry and recently repacked. After a water landing, they must be dried or replaced by dry material.

9.2.4 Helmets

All pilots must wear a helmet certified according to either EN 966 (HPG), ASTM 2040 (Snow sports) or SNELL rs98 (Snow sports).

9.2.5 Ballast

No ballast is allowed.

9.3 Equipment Checks

The Safety Director and/or a Senior Judge will perform an equipment check during the pilot registration. Further checks may be made during the event. Any equipment change during the event has to be notified to the Meet Director. In case of non-compliance with the above regulations, the Meet Director may suspend or exclude the pilot from the competition.

APPENDIX I: LOCAL REGULATIONS TEMPLATE

FAI Logo
Championship logo
Official title of the championship
Place and date
Not yet approved/Approved by CIVL

To be sent to CIVL President 8 months before the competition.
To be approved, published on CIVL website and sent to the delegates 5 months before the competition.

Organised by … on behalf of …
(Club, NAC, Federation…)

These local regulations are to be used in conjunction with the most recent versions of:

- General Section of the FAI Sporting FAI Sporting Code.
- Common Section 7 of the FAI Sporting FAI Sporting Code.
- Section 7B of the FAI Sporting FAI Sporting Code.

Contacts and programme

Organising NAC:
Competition organiser:
Official website:
Registration:

Officials
Event organiser:
Meet director:
Safety director:
Chief Judge:
Weather forecast:
Scorer:
Doctor:
Headquarters Coordinator:
Host/Hostess:
Take-Off Marshal:
Public and Press Relations:
Photographs, videos:
Social events:
…
FAI Jury President:
FAI Jury Members:
(Give nationalities of Jury and Steward)

Programme
Practice Period: *Date – Hour.*
Registration: *Date – Hour – Place.*
Opening ceremony/Parade: *Date – Hour – Place.*
Mandatory General Briefing: *Date – Hour – Place.*
Welcome Dinner: *Date – Hour – Place.*
Official training day: *Date and hours.*
Contest flying days: *Date.*
Prize-giving & Closing Ceremony: *Date – Hour – Place.*

The programme is subject to change with CIVL approval. Any changes before the start of the competition will be posted on the website.
After the start of the competition, changes will be announced by the Meet Director at the daily briefing and posted on the official board at headquarters.

Daily schedule
On competition days:
Hour: Headquarters open
Hour: Daily meeting

The daily schedule is subject to change.
Any changes to the schedule before the start of the competition will be posted on the website.
After the start of the competition, changes will be announced by the Meet Director at the daily briefing.

Entry
The maximum number of Solo pilots is *xx*.
The maximum number of Solo pilots that can be entered by a NAC is xx.
The number of solo pilots that constitute a nation team is xx.
The number of scores per run that count for the team score is xx.
The maximum number of Synchro pairs is *xx*.
The maximum number of Synchro pairs that may be entered by a NAC is *xx*

Eligibility to compete
According to Section 7B.
The Screening Committee shall consist of (name) representing the Bureau, (name) representing the Aerobatics Committee, and (name) representing the Judges.

Application to compete
Applications must be made through *(link to the official website registration page)* starting from *day/month/year* and finishing on *day/month/year*.

Payments
The entry fee payment process will start on *day/month/year*.
Confirmation of payment transfer must be sent to the organisers by email before *day/month/year*.
The deadline for the final payment will be *day/month/year*.
For any late payment, a supplementary fee of *xx euros* will be applied.

Entry Fee
The Entry fee will be:

- *xxx Euro* per pilot.
- *xxx Euro* per team leader / assistant.
Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:
- *Colour map of task area showing take-off, landing fields and restricted airspace and areas.*
- *ID card & safety/contact information.*
- *Transport to take-off.*
- *Daily snack package, water.*
- *Competition souvenirs.*
- *Free access to all championship events and parties.*
- *Free internet (Wi-Fi) access at the HQ.*
- *Discount for accommodation.*
- *Emergency rescue and first aid medical service.*
- *…*

Entry fees for the top nation – *name of the nations* – are to be paid to the following account:
FAI CIVL bank account details:
Address: Crédit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland
Account name: FAI-CIVL Fédération Aéronautique Internationale
Account Number (Euro): 0425-457968-32-6
IBAN Code: CH63 0483 5045 7968 3200 6
SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for the *(name of competition)* and state the member NAC.

All other entry fees are to be paid to following bank account
Account Name:
Bank Name:
Swift Code:
Account Number:
Current account.

Please indicate CIVL IDs of all the pilots you are paying for.

Refund policy
In the event of pilot withdrawing from the competition before *day/month/year* and who cannot be replaced by a qualified NAC-nominated pilot from that nation, a full refund will be offered *(less xx Euro for administration costs).*
Cancellations received after this date will not be eligible for refund.

Insurance

The organisers require documentary proof in English of valid:
- Insurance covering public liability risk to the value of minimum *xxx Euro (in letters euro)* must be presented to the organisers at registration.
- *State any other insurance required or recommended.*

The organiser will offer at the HQ prior to registration:
- Insurance covering public liability risk at a price of xx Euro (specify amount and duration).
- Medical/accident insurance at a price of xx Euro (specify amount and duration).

Take-off site

Give references to the official website pages with description of take-off.
(Specific rules if any.)

Launch System

Specify which launch system will be used.
If towing, specify, number of tugs, tow rope length, weak link strength, aero tow release height etc.
If helicopter drop, specify D-bag rules if any.

Airspace and other restrictions

(Specific rules if any.)

Safety issues

Distance to closest care centre for minor injuries.
Distance to closest hospital for serious injuries.
Rescue boats (number, crew, equipment)
Ambulance availability and response time.
Helicopter availability and response time.
(Specific rules if any.)

Elimination runs

(Specify criteria and possible refunds, as relevant)

Rest day

(Specify if necessary)

Protests

As per General Section and Section 7B-7.
Team Leaders are encouraged to read Common Section 7-14 before making a complaint or a protest.
The fee for protest will be ….. *(see Section 7B-7 for maximum amount).*
(State here if deadlines for complaint and protest are different from the ones defined in Section 7B-7.)

APPENDIX II: WAIVER FORM

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights *:*

1. I am a participant in the …… Championships held at …… from …….. to ……..201_ "the Championships"). I acknowledge that participating in the Championships or any other activity related thereto (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Championships or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:……..)

2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organisers, the …… National Aeroclub, the property owners of the operation areas (including launch and landing areas), the Federation Aéronautique Internationale and its Hang Gliding and Paragliding Commission , their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:……..)

3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of …… …… I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall be in ……..courts and such courts have personal jurisdiction. (Initials:……..)

4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law. (Initials:……..)

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date:

Signature of Participant Printed name of Participant

Signature of Witness Printed name of Witness

APPENDIX III: CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the paraglider

(make and model)

that I will fly in the (Name of event)

from

to (dates)

is certified for shock and load tests by one of the CIVL recognised certifying bodies (Test Houses) according to EN 926-1 or LTF 91-09,

Date

Signature of Participant Printed name of Participant

Signature of Witness Printed name of Witness

APPENDIX IV: ENTRY FORM TEMPLATE

SAMPLE NAC CHAMPIONSHIP ENTRY FORM

(Name of Event), (Location)
(Dates)

All pilots must be validated by their NAC and registered in the online FAI Sporting Licence Database prior to the start of the Championship.
NACs should nominate the pilots they wish to enter in the Championship on the form below by *(date)*, with the pilot's CIVL ID number. An authorised NAC representative must sign this form, with official stamp if applicable.
Please see Local Regulations for further information. Please note that individual pilots will be required to complete an additional online entry form providing all the personal details required.
Send completed form to: *(organiser email and/or mailing address)*

Name of National AeroClub _____
Address
_____
_____ Tel/email
_____

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (General
Section 3.1.3):

Family Name/First Name	Nationality/Res	Age	Gender	CIVL Pilot ID n° (WPRS)
1.				
2.				
3.				
4.				
5.				
Etc.				

The maximum number of pilots that may be nominated is *(xx – spaces in form above).* The maximum number of each gender that may be entered by a NAC is stated in the Local Regulations. The maximum number of pilots constituting a national team is stated in the Local Regulations. If an allocation system is used, pilots will be accepted in the order stated above (gender permitting). Accepted pilots may be substituted with eligible pilots validated by the NAC up to the start of the Championship.

Name and email of Team Leader (if appointed) _____
Names/number of Assistants (if known) _____

ENTRY FEES. For each pilot (amount and currency)

For each assistant	(amount and currency)
For the Team Leader	(amount and currency)
Total	_____

Deadline for payment of pilot fees is: *(date)* See Local Regulations for payment details.

I/We declare that the above information is true, and that all the pilots meet the required qualifications for entry to this competition as per Section 7 and the Local Regulations.

Signed

_____

_

Name _____ _____ Position in NAC _____

Date _____

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