

# FAI Sporting Code



*Fédération  
Aéronautique  
Internationale*

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## **SECTION 7-B CLASS O**

## **PARAGLIDERS (Less Accuracy) CLASS III AEROBATICS**

2005 Edition  
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The symbol ⇐ shows the changes from the 2004 IACR

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# International Aerobatics Competition Rules for PG

## Chapter 1 Competition Rules

### 1.1 - Registration and Responsibility:

The entry fee and the number of selection and competition days will be announced in the Local Rules of the event.

Each competitor must hold an FAI sporting licence issued by the NAC he represents.

Drugs are prohibited: Refer to FAI GS Rules.

Each competitor in the competition participates under his own responsibility. By signing the **liability waiver** (national law permitting), the pilot assumes the responsibility for any damage caused during the competition, the flights or transportation, to the pilot himself and to third parties.

Each competitor must hold a valid **air third party insurance**. Personal medical insurance is highly recommended.

Each competitor is responsible for his manoeuvres and should only perform manoeuvres that he has practised and that he controls.

**The senior judge and/or the technical delegate must make sure that the organiser properly checks the administrative documents: FAI licence, liability waiver if appropriate, third party liability insurance, manufacturer's authorisation, equipment verification.**

### 1.2 - Equipment:

Each nominated competitor must show an authorisation from the manufacturer to fly his glider for the current season (the form is in annex 4).

A dry reserve parachute is compulsory, and should be in good condition and recently folded. After a water landing a new reserve has to be used if the reserve is wet.

A helmet is compulsory. The local rules will specify the type of helmet allowed.

Use of ballast is limited to 10 kilos, the density of the ballast must be equal or less than 1



### 1.3 – Safety

The aerobatics manoeuvres are only allowed above the water and in a designated area called "**flight box**" (pilots must take in account the drift caused by wind).

It is strictly forbidden to fly over the public (direct elimination from the competition).

### 1.4 - Emergency stop signal:

In case of emergency, the flight box can be closed.

A sound signal and a visual signal (cross) over the raft announce that all aerobatics manoeuvres and all water landing must immediately stop. The pilot should be able to hear the sound signal.



## **1.5 - General Behaviour:**

Competitors must respect the decisions of the judges.  
Competitors must respect the schedule of briefings and shuttles.

## **1.6 - Warnings and penalties:**

For safety reasons but as well for good citizenship and respect for the rules, warning and penalties can be imposed on pilots.

### **1.6.1 - Persons entitled to impose warnings:**

- The 5 judges
- The meet Organiser
- The meet Director

### **1.6.2 - When a warning can be imposed:**

At any time during the event ( Flight, Registration, Meals, Transport to the take off, at the take off, during the briefings, etc...)

### **1.6.3 - Official list of warnings:**

#### GENERAL SAFETY:

- Disrespect of the Flight box
- Disrespect of the signal closing the flight box
- Flying over the public
- Unauthorised take off.

#### TAKING RISKS:

- Loss of control
- Bad management of recovering after a lost of control
- Endangering others (raft crew)
- Unsafe landing

#### RESPECT – GOOD CITIZENSHIP:

- Delay at briefings
- Disrespect of the rules
- Unsporting behaviour
- Harmful behaviour towards the organisation

### **1.6.4 - Running of the warnings:**

When a warning is imposed to a pilot, it appears on the results of the competition.  
Judges, Organiser and meet director keep record of the warnings.  
6 warnings = 1 yellow card  
2 yellow card = 1 red card

The red card induces a meeting of the Jury and the meet director to take a decision on the penalty to be imposed to the pilot including possible disqualification.

### **1.6.5 - Point penalties:**

The 5 first warnings are not penalised

A yellow card gives a 30 points penalty

After the first yellow card each additional warning give 5 points penalty.

The total of the point penalties are shown of the Results and are deducted from the total results.

### **1.6.6 - Announcement of warnings and penalties:**

The pilot is personally informed by the meet director when debriefing the task of the warnings he has been receiving.

Each warning and yellow or red card are displayed on the result sheet.

### **1.7 - Pilots representation:**

During the registration 2 pilots must be elected to represent the pilots when ever needed.

### **1.8 - Protest:**

All routines are recorded on video and will be referred to in case of a protest. To dispute a decision, the pilot must present his protest in writing with the protest fee provided for in the local rules to the meet Director who will pass it on to the judges. This fee will be returned if the protest is upheld. The pilot may personally defend his protest in front of the judges.

In case of a protest against the Judges a special Jury must be formed. It is composed of the Senior Judge and 2 elected pilots non involved in the case and especially elected for that case.

For an FAI cat 1 Championship there are 3 stages according to S7:

- The complaint: made to the Judges
- The protest with a Protest fee announced in the Local regulations. The protest will be dealt with by the FAI Jury as per Section 7
- The appeal to FAI made by the NAC as per General Section ←

### **1.9 - Validation of Run :**

In case of difficulties (meteorological conditions, organisations, ...), the pilots' representatives and the jury meet to decide to validate or cancel the run.

### **1.10 – Announcement of Program Start**



A pilot, before starting his routine makes one ear to validate his run. If, before starting the 1<sup>st</sup> manoeuvre, he estimates the conditions unsafe or the altitude too low to

complete the run, he notifies the Jury by making 2 ears with the risk to get warnings if the Jury doesn't agree with his decision.

Then the pilot has to go down fast without making any aerobatic manoeuvre and land dry. In that case he will be allowed a reflight.

This is the pilot responsibility to start or not to start his routine.

Launch order will be either the reverse of the current points standing or at random drawing 

### **1.11 - Validation of the competition:**

A minimum of three runs are required to validate the competition.

### **1.12 - Prize money:**

There should be prize money and the local regulation will announce the amount and the rule for allocating the prize money.

### **1.13 - Competition Format:**

The Calendar must indicate if the competition is open to teams or individuals.

Each competition may include qualifying rounds and a final on the last day, this must be specified in the Local Rules.

The Local rules must specify which format are going to be run among the following list:

The organiser must announce before the start of the competition the number of manoeuvres per flight allowing all the competitors to get time enough to perform the flight. **This number of manoeuvres is called X. Only the first attempt of a manoeuvre will be scored.** 

### **1.14 - Maximum number of pilots:**

From experience the following is recommended 

The maximum number of pilots in a solo competition is 30

The maximum number of pilots in a synchro competition is 30 teams (60 pilots)

The organiser can reduce this number taking into account the site capacity and the pilot's skill.

### **1.14 - Entry fee:**

The entry fee should be limited to 25 Euros per competition day including the selection days.

The entry fee should cover:

- Take off shuttle access
- 3 meals a day
- Free access to opening ceremonies, prize giving ceremonies and supplementary events.

## Chapter 2 Competition Formats

### 2.1 - Competitions for Individuals:

#### 2.1.1.1 - Solo Compulsory Program (Free order)

Each pilot must execute a required routine as imposed by the jury

The routine consists of a series of X manoeuvres . The order of manoeuvres is chosen by the pilot. ←

#### 2.1.1.2 – Solo Compulsory Program ( compulsory order)

Each pilot must execute a required routine as imposed by the jury

The routine consists of a series of X manoeuvres . The order of manoeuvres is imposed by the Jury ←

#### 2.1.2 - Solo Announced Program

Each pilot must submit his routine prior to his run. The pilot may choose his routine from the list of manoeuvres by filling in the “ Announced Program” table in annex. The number of manoeuvres is compulsory: and announced before the competition. Each manoeuvre may only be performed once within the routine (unless performed in the opposite direction i.e. left/right).

#### 2.1.3- Solo Restricted announced program

The pilot may choose his routine from a list of manoeuvres decided by the Jury. ←

#### 2.1.4 - Solo Expression session

The pilot is totally free to perform manoeuvres without announcing a routine. The quantity of manoeuvres is unlimited.

This is the place to perform new manoeuvres that are not included in the official manoeuvres board and that could be taken into account the next year.

The Expression Session is filmed in full. The images are displayed on a large screen and the notation is made by a small committee composed of members taken among the pilots, the media and the public.

#### 2.1.5 - The Expression Session note doesn't count for the competition but the following prizes may be awarded:

- Competitors prize
- Media Prize
- Public Prize

Expression sessions are subject to warning from the Jury ←

### 2.2 - Competitions for teams:

#### 2.2.1.1 - Synchro Compulsory Program (Free order)

All teams must execute a required routine as imposed by the jury.

The routine consists of a series of X manoeuvres (see computing table in annex). The order of manoeuvres is chosen by the pilot. ←

#### 2.2.1.2 – Synchro Compulsory Program ( compulsory order )

All teams must execute a required routine as imposed by the jury.

The routine consists of a series of X manoeuvres (see computing table in annex). The order of manoeuvres is imposed by the Jury ←

### **2.2.2 - Synchro Announced Program**

Each team must submit his routine prior to his run. The team may choose his routine from the list of manoeuvres by filling in the “Synchro Announced Program” table in appendix. The number of manoeuvres is compulsory: and announced before the competition. Each manoeuvre may only be performed once within the routine (unless performed in the opposite direction i.e. left/right).

### **2.2.3 – Synchro Restricted Announced program**



The team may choose his routine from a list of manoeuvres decided by the Jury.

### **2.2.4 - Synchro Expression Session:**

The team is totally free to perform manoeuvres without announcing a routine. The quantity of manoeuvres is unlimited.

This is the place to perform new manoeuvres that are not included in the official manoeuvres board and that could be taken into account the next year.

The Expression Session is filmed in full. The images are displayed on a large screen and the notation is made by a small committee composed of members taken among the pilots, the media and the public.

**2.2.5 - The Expression Session note doesn't count for the competition** but the following prizes may be awarded:

- Competitors prize
- Media Prize
- Public Prize

are subject Expression sessions to warning from the Jury



## **2.3 - Selection rounds:**

Before the competition start selection rounds will be mandatory for all the pilots to participate in the event. The dates of the selection rounds will be indicated in the Local Rules

Each team and/or individual pilot must show their ability by performing official manoeuvres to the satisfaction of the Judges.

The aim is to demonstrate the pilot's ability to fly the competition.

The pilots who have been ranked in the top 25 of the 2004 WAPR are exempted from selection rounds.



If more than 30 pilotes (or 30 teams for synchro competition) participate to the selection round, this round will become qualifying and only the 30 best pilots will be allowed to participate to the competition.

### **Official manoeuvres to be performed during the selection rounds:**

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



- Full stall + exit
- Tail slide + exit
- Spin + exit
- Wing over
- SAT

## **2.4 - Other points for Judges appreciation:**

Choreography:



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

Landing (only if landing into a raft on water)  
See scoring of landing.

### 2.5 - Elimination if:

- The pilots' skills are insufficient to perform the minimum required manoeuvres for the competition
- The manoeuvres are performed unsafely.
- No respect of the flight box (including the drift).
- Others safety reasons...

An eliminated pilot may lodge a protest

### 2.6 - Demonstration of new manoeuvres:

- During the expression session and with the authorisation of the Judges, a new manoeuvre (which is not defined in the official manoeuvres table) can be demonstrated to be included in the next season manoeuvres table.

The procedure can be found in annex 1



### 2.7 - Opportunities for judges during selection flight:

- to judge the level of the competitors and verify that the pilots have the minimum required ability.
- to train for scoring and prepare the next runs.

### 2.8 - Typical Competition schedule:

- |                                |   |
|--------------------------------|---|
| - Qualification run: selection | <b>Compulsory program</b> imposed by the organiser, doesn't count for the scoring                             |
| - 1 <sup>st</sup> Task:        | <b>Compulsory Program</b>   |
| - 2 <sup>nd</sup> Task         | <b>Compulsory Program or announced Program</b> pending the number of possible Tasks (2 or 3 competition days) |
| - 3 <sup>rd</sup> Task         | <b>Announced Program</b>  |
| - 4 <sup>th</sup> Task         | <b>Announced Program</b>  |

End of the competition

- 5<sup>th</sup> Task

### EXPRESSION SESSION

## 2.9 – Jury

The jury consists of 5 independent judges, from 2 different countries, one of them being chosen among the list of senior judges is the chief judge. The list is in Annex 2 to these rules.

4 Judges must be chosen among the list of qualified judges, with the possibility for the organiser to appoint 2 national trainees instead .←

The chief judge is paid 300 Euros per competition/selection/training day.

The 2 qualified Judges when they are taken from the senior judges list are paid 150 Euros per Competition/Selection day

A student Judge must have followed a theoretical training course provided by a senior Judge.

## Chapter 3 : Scoring

### 3.1 - Technical scoring

#### Difficulty of the manoeuvre

Each manoeuvre has a fixed difficulty coef in accordance with the manoeuvres' table:

<b>Official Manœuvres</b>	
<b>Manœuvres</b>	<b>Coef</b>
Full stall	1
Tail Slide	1,15
SAT	1,25
Wing Over	1,35
Asymmetric Spiral	1,35
Dynamic Full stall	1,40
Looping (Inversion)	1,45
Asymmetric SAT	1,45
Mac Twist	1,60
Misty Flip	1,65
Helicopter	1,65
SAT to HELICO	1,70
HELICO to SAT	1,75
Helico to Helico	1,75
Misty to Tumbling	1,75
Tumbling	1,75
Rhythmic SAT	1,90
Infinet Tumbling	2,00
Synchro Spiral	1,70
Helico + Spirale	1,70
Pich Pendulum	1,65

<b>News</b>
Combinated manœuvres
only synchro manœuvres

### Combined manoeuvres for solo competitions:

The 4 combined manoeuvres bellow count as one manoeuvre :

#### SAT to HELICO

SAT (2 turns) + fast going to Helico (less than 1 turn) + Helico (3 turns)

#### HELICO to SAT

Helico (3 turns) + fast going to SAT (less than 1 turn) + SAT (2 turns)

#### HELICO to HELICO

Minimum 3 revolutions of Helico on each side

#### Mysty to Tumbling

Mysty Flip minimum revolution 360° + Tumbling Minimum angle 135°

**Execution Points:** Each manoeuvre is judged on a scale of 0 minimum to 10 maximum.

The note for each manoeuvre is calculated by:

**Execution Points X Difficulty coefficient of the manoeuvre**

### 3.2 - Synchronisation scoring: ( for synchro competition only)

The synchronisation of each manoeuvre is judged on a scale of 0 minimum to 10 maximum.

### 3.3 - Scoring of Landing



Landing on the raft is an integral part of the competition.

It is important for the media and spectacular for the public.

However above sea water no landing point will be granted (to avoid equipment falling into salted water)

Each pilot's execution will be graded separately.

## SOLO

LANDING	coef	note	scroe
apoch and precicion	1,5		0,00
bonus raft	1,5		0,00
Ground spiral	2,5		0,00
hand touch	0,7		0,00
feet touch	0,4		0,00
spin	1		0,00
	<b>7,6</b>	<b>Total</b>	<b>0</b>
		<b>maxi</b>	<b>76</b>
		<b>score</b>	<b>0,00</b>
<b>10%</b>		<b>final score</b>	<b>0,00</b>

## SYNCHRO

LANDING	coef	P1	P2	scroe
aprouch and precicion	1,5			0,00
bonus raft	1,5			0,00
SOLO Ground spiral	2,5			0,00
SYNCHRO Ground spiral	3			0,00
hand touch	0,7			0,00
feet touch	0,4			0,00
spin	1			0,00
	10,6		Total	0
			maxi	79,5
			score	0,00
10%	final score			0,00

### 3.4 - Scoring of Choreography

Choreography is scored for the entire run (including the landing).  
The choreography score for solo takes into account criteria:-

CHOREOGRAPHY	coef	note	scroe
Placement and drift	1,6		0,00
management of altitude	1		0,00
flow	1,2		0,00
rythme and connexions	1,2		0,00
Originality, diversity	1		0,00
	6		Total
			maxi
			score
20%	final score		0,00

The choreography score for synchro takes into account criteria :

CHOREOGRAPHY	coef	note	scroe
Placement and drift	1,6		0,00
management of altitude	1		0,00
flow	1,2		0,00
rythme and connexions	1,2		0,00
Originality, diversity	1		0,00
Synchro Coordination	1,5		0,00
	7,5		Total
			maxi
			score
15%	final score		0,00

### 3.5 - Total Points:

For each run, each judge scores individually and gives 3 sets of points (4 for synchro competition):

- Technical
- Landing
- Choreography
- Synchronisation (for synchro competition only)

The following percentage apply :

Solo :

- Technical : 70%
- + Landing : 10%
- + Choreography : 20%

Synchro :

- Technical 55%
- + Synchronisation : 20%
- + Landing : 10%
- + Choreography 15%

All the scores given by a judge must be on a 10 points basis

Each set of points must be averaged on a 10 points basis

This averaged score will be balanced with the percentages granted to this set of points and then the result will be multiplied by 10

Balanced average = average score x percentage x 10

Then all the different scores will be added to obtain a score based on 100. The score will be rounded to 2 digit after the point.

Example See annex 3

Difficulty bonus are added to the technical score of the judge according to the manoeuvres performed by the pilot. The value of these difficulty bonus can be found in the "Official Manoeuvres' Board"

The addition of the score given by the judge and the difficulty bonus give the total result for the task for each judge.

The final score of the run is the total of the 5 judges' scores to which the 2 extreme scores are removed keeping the 3 remaining

If only 4 judges are available, average the 2 extreme scores and consider this average score and the 2 remaining scores.

The general ranking is based upon the total scores of all runs by the team.

### 3.6 - Criteria of technical evaluation: (see the manoeuvres' table)

The manoeuvres' table is the reference for the season.

Only the official manoeuvres defined in the manoeuvres' table can be scored in every run.

The manoeuvres' table includes for each manoeuvre.

The manoeuvre's **name** and its **difficulty** bonus points,

The **Criteria of technical evaluation** which is the reference for the execution score

The **imperative**: minimum requirements to validate the manoeuvre.

The **Penalties**: reference for minimum discount in execution scoring.

#### Penalties:

**Collapses / Tucks:**

- < 25%: -2 points for the manoeuvre
- <50%: -5 points for the manoeuvre
- >50%: -8 points for the manoeuvre

#### Change of direction:

- <90°: -2 points
- 90 to 180°: -5 points
- >180° : -8 points

#### Cravate :

In case of a cravat, the jury appreciates the way the pilot manages the situation.

Fast recovery and keeping the wing under control is required.

Cravat penalty:

- cravat <10% or <1 second : -2 points
- cravat >50% or >3 seconds: 0 to the manoeuvre

#### Twist :

In case of a twist, the jury appreciates the way the pilot manages the situation.

Twist

- <½ turn : -2 points
- <1 turn : -5 points
- >1 turn : 0 to manoeuvre

**Loss of control / landing under the reserve / crash...** 0 for the run.

## Chapter 4 :

### RANKINGS



The CIVL/FAI decided to run 2 different rankings.

1) A World Tour of maximum 5 major events with a ranking formula identical to the one in use in 2003 and 2004. The name of this ranking will be 2005 WAT (World Aerobatics Tour):

2) A permanent ranking based on the new formula of the WPRS. This formula and its explanations are available at the following address:

[http://www.fai.org/hang\\_gliding/rankings/newrankings/formulahg/index.html](http://www.fai.org/hang_gliding/rankings/newrankings/formulahg/index.html)

All the events including those counting for the World Aerobatic Tour will be taken into account for this permanent ranking provided they are sanctioned as FAI cat 2 events

This ranking will give points to all the pilots competing in an event and will be used for selection purposes in the future.

To avoid confusion its name will be WAPRS: (World Aerobatics Paragliding Ranking Scheme)

#### 4.1 - Permanent Ranking : WAPRS



The CIVL PR officer Paula Howitt will keep the WAPRS provided the following is met:

- The Aerobatics competition must be CIVL cat 2 sanctioned. The organiser has to contact the CIVL PR officer Paula Howitt at the following address: [paula@fai.org](mailto:paula@fai.org) to obtain the dossier that requires:

- A sanction fee equivalent of one pilot's entry fee,
- The competition being put on the CIVL calendar one month before the event,
- The organiser to control that the pilots hold a valid FAI sporting licence
- Only the pilots holding an FAI sporting licence will be considered in the WAPRS
- The organiser must send to Paula Howitt the results as soon as possible.

#### 4.2 - 2005 WAT



- Only the pilots holding an FAI sporting licence will be considered in the 2005 WAT
- To be valid for the 2005 WAT the organiser must apply these rules
- The event has to be sanctioned as a cat 2 event see above the procedure
- The 2005 WAT points will be determined on the pilot over all competition ranking according to the following grid. It is an individual ranking. No team ranking is planned in this 2005 WAT

Position	Points	Position	Points	Position	Points	Position	Points
1	100	6	56	11	25	16	6
2	90	7	49	12	20	17	4
3	81	8	42	13	16	18	3
4	72	9	36	14	12	19	2
5	64	10	30	15	9	20	1

##### 4.2.1 - For Solo competition:

Each pilot is awarded the number of points corresponding to his ranking.

##### 4.2.2 - For Synchro competition:

The top 10 teams only (20 pilots) are awarded the points of their ranking according to the above scale:

The 2 pilots of the first team are awarded 100 points each

The 2 pilots of the second team are awarded 90 points each

The 2 pilots of the 10<sup>th</sup> team are awarded 30 points each

The 2 pilots of the 11<sup>th</sup> team are not awarded any point

And so on

**4.3 - Discard:** After 3 competitions the worst result will be discarded, after 6 competitions the 2 worst results will be discarded and so on.

## Chapter 5 : ORGANISER Rules



These organiser rules strictly apply to the major events counting for the World Aerobatic Tour.

For the other events the competition rules apply but a certain flexibility in the organiser rules is acceptable concerning the Jury, the prize money and the Media; but as a minimum, a Senior Juge must be appointed by the organiser. The Part of the senior judge is:

to make sure that the competition rules are implemented

to make sure that the FAI licences are controlled.

To check the safety aspect of the event

To teach the local judges

On the senior judge's report the event will be taken into account for the WAPRS

### 5.1 - The site.

Aerobatics competitions can only take place above water. It is necessary to get a height of at least 500 m above water in order to perform the movement.

In case of a site above sea water, the organiser has to announce the altitude below which no manoeuvre will be authorised and will not be scored to allow the pilots to safely land on the ground landing field.

### 5.2 - Take Off:

A necessary space to spread a minimum of 2 gliders. An unit of place, an easy access, easy and fast access for rescue. Possibility to use a winch (2 boats – 2 winches).

### 5.3 - Landing.

It is necessary to have a “dry” landing. It is also possible to use a landing place on water (A protected floating platform without any sharp parts. Each side and corners must be well protected).

Wind socks must be posted at different places of the event.

**5.4 - Communication :** Radios and / or mobile phones (homologated if necessary)

### 5.5 - Site facilities

Reception of the public in a delimited area (A parking close to the event, catering, announcers).

#### **No flight over the public.**

Headquarters with all the infrastructure for the results keyboarding, Computers, Internet access, a high performance photocopy machine, paper ( minimum 4 reams) and telephone lines. In addition Chaises longues (deck chairs) must be provided to the judges.

### **5.6 - Acrobatic area movements:**

It is the pilot's responsibility to consider the strength of the wind and to estimate its drift in case of rescue opening so that he can land in water. The beginning of the routine will start at a minimum distance from the bank. The judges, the task Director and pilot committee fix the maximum strength of wind accepted during the competition.

### **5.7 - Organisation team:**

Continuous shuttles or cable car with priority to the competitors.

A task director who must be present at landing place.

At take off : A starter who is responsible of take offs and helped by 2 or 3 assistants.

At landing field : A controller of the movement area.

A speaker for public address.

A cameraman with a camera who is permanently filming. This person must be placed next to the jury.

A secretary who assists the Jury and helps entering the results (score keeper).

### **5.8 - Briefing:**

Pilot committee election ( 2 pilots). The pilot committee gives his point of view on the competition and particularly on all the aspects concerning safety.

### **5.9 - Local rules:**

The local rules must be published.

### **5.10 - Weather forecast:**

Weather forecast publication. At take off, information on the landing wind strength must be provided.

### **5.11 - Safety :**

A doctor-resuscitator on the competition area.

A permanent health cared helicopter on the competition area or one that should be available within 30 min.

An ambulance at take off and one at landing place.

2 motorised boats with an easy access for the pilots.

2 divers with a double autonomous system to breathe and a "cut – lines". In case of additional show at the event two extra boats should be provided.

### **5.12 - Insurance :**

Each organiser has to check if pilots have a liability insurance covering air risks.

Each organiser must have a liability insurance.

The Insurance third party liability coverage must be 700.000 Euros or equivalent

### **5.13 - Media exposure:**

The organiser should organise an event well suited to the media, at least at a national or local level.

Information should be given to the pilots about the broadcast-dates on the different channels of the images of the competition.

## 5.14 - Jury:

The jury is composed of 5 independent judges and it should be composed of at least 2 different nationalities. All the expenses of the jury are paid by the organiser (Wages, accommodation, catering and travel expenses) as per 2.9.

These 5 Judges are chosen by the organiser as per 2.9



The jury and helpers (each Judge needs a secretary) must get together during the selection day in order to harmonise the notation and to organise the working method. The Jury must sit at a suitable distance from each other to prevent them from talking to each other.

The Jury is responsible as well for the monitoring of the event particularly with regards to the safe and fair implementation of the rules.

Disciplinary action : The jury may take disciplinary action against a pilot who didn't respect the regulations or who executed some non controlled figures. The sanction can be a penalty and also the expulsion from the competition. The pilot has always the possibility to lodge an appeal against the jury decision in that case it is dealt with by the special Jury mentioned above.

## **Chapter 6 : LOCAL RULES**

### **6.1 - Name of the event:**

**6.2 - Dates** including rained dates and Place:

### **6.3 - Description of the event:**

Open to teams and/or individuals

Number of competition days

Date of the selection days

### **6.4 - Number of qualifying rounds and final if appropriate**

### **6.5 - Maximum number of pilots:**

And selection method

### **6.6 - Entry fee :**

amount

What is included in the entry fee

### **6.7 - Protest fee :**

### **6.8 - Prize money**

Amount

How it is awarded

**6.9 - Daily program:** this program has to be respected.

### **6.10 - Safety:**

Type of helmet allowed in the competition

Provision for life jackets if any

Provision of spare reserve provided by the organiser

### **6.11 - Competition:**

Definition of the flight Box

Number of manoeuvres to be performed during a flight

Elimination rounds and final whether appropriate

## Chapter 7 : Annexes

### Annex 1:

PROPOSAL FOR NEW MANŒUVRE form and procedure

### Annex 2:

#### List of senior Judges for the 2005 season.

- Alain Zoller <mailto:info@airturquoise.ch>
- Violaine Dufourmantele <mailto:v.trad@wanadoo.fr>
- David Eyraud <mailto:davideyraud@wanadoo.fr>
- François Bon <mailto:f.bon@aerodyne-int.com>

#### List of qualified Judges for the 2005 season

- Pernilla Hammar Rognoy [pernilla.hammar@swipnet.se](mailto:pernilla.hammar@swipnet.se)

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### Annex 3 :

Example of scoring

### Annex 4 :

Manufacturer authorisation form

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### Annex 5:

Official manoeuvre Board

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