

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE



SPORTING CODE

**SECTION 7-B
CLASS O**

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

Effective: May 1st 2009

Index

| | |
|--|-----------|
| INTERNATIONAL AEROBATICS COMPETITION RULES FOR PG..... | 4 |
| INTRODUCTION..... | 4 |
| CHAPTER 1 COMPETITION RULES..... | 4 |
| 1.1 - Registration and responsibility..... | 4 |
| 1.2 - Equipment:..... | 4 |
| 1.3 - Safety..... | 4 |
| 1.4 - Emergency stop signal..... | 4 |
| 1.5 - General behaviour..... | 4 |
| 1.6 - Warnings and penalties..... | 5 |
| 1.6.1 - Persons entitled to impose warnings..... | 5 |
| 1.6.2 – When a warning can be imposed..... | 5 |
| 1.6.3 - Official list of warnings..... | 5 |
| 1.6.4 - Running of the warnings..... | 5 |
| 1.6.5 - Point penalties..... | 6 |
| 1.6.6 - Announcement of warnings and penalties..... | 6 |
| 1.7 – Safety Committee..... | 6 |
| 1.8 - Safety Director..... | 6 |
| 1.9 – Complaint, Protest and Appeal..... | 6 |
| 1.10 - Validation of run..... | 6 |
| 1.11 - Announcement of program start..... | 6 |
| 1.12 - Validation of the competition..... | 7 |
| 1.13 - Prize money..... | 7 |
| 1.14 - Number of pilots..... | 7 |
| 1.15 - Entry fee..... | 8 |
| CHAPTER 2 COMPETITION FORMATS..... | 8 |
| 2.1 - Competitions format..... | 9 |
| 2.2 - Competitions for individuals..... | 9 |
| 2.3 - Competitions for teams..... | 10 |
| 2.4 - Safety selection..... | 8 |
| 2.5 - Qualification and cuts..... | 9 |
| 2.6 - Other points for judges appreciation..... | 9 |
| 2.7 - Typical competition schedule..... | 9 |
| 2.10 - Judges panel..... | 11 |
| CHAPTER 3 : SCORING..... | 12 |
| 3.1 - Technical scoring..... | 12 |
| 3.2 - Synchronisation scoring..... | 12 |
| 3.3 - Scoring of landing..... | 12 |
| 3.4 - Scoring of choreography..... | 14 |
| 3.5 - Total points..... | 15 |
| 3.6 - Criteria of technical evaluation..... | 15 |

| | |
|--|----|
| CHAPTER 4 RANKING..... | 17 |
| 4.1 - Permanent ranking..... | 17 |
| 4.2 - Acro Cup ranking..... | 17 |
| CHAPTER 5 : ORGANISER RULES | 18 |
| 5.1 - The site..... | 18 |
| 5.2 - Take off..... | 18 |
| 5.3 - Landing..... | 18 |
| 5.4 - Communication..... | 18 |
| 5.5 - Organisation facilities..... | 18 |
| 5.6 - Aerobatics area movement..... | 18 |
| 5.7 - Organisation team..... | 19 |
| 5.8 - Briefing..... | 19 |
| 5.9 - Local rules..... | 19 |
| 5.10 - Weather forecast..... | 19 |
| 5.11 - Safety..... | 19 |
| 5.12 - Insurance..... | 19 |
| 5.13 - Media exposure..... | 19 |
| 5.14 - Panel of judges..... | 19 |
| CHAPTER 6 : LOCAL RULES | 21 |
| 6.1 - Name of the event..... | 21 |
| 6.2 - Dates..... | 21 |
| 6.3 - Description of the event..... | 21 |
| 6.4 - Maximum number of pilots..... | 21 |
| 6.5 - Entry fee..... | 21 |
| 6.6 - Protest fee..... | 21 |
| 6.7 - Prize money..... | 21 |
| 6.8 - Daily program..... | 21 |
| 6.9 - Safety..... | 21 |
| 6.10 - Competition..... | 21 |
| CHAPTER 8 : ANNEXES..... | 22 |
| Annex 1 : List of judges..... | 22 |
| Annex 2 : Official manoeuvres' board solo..... | 23 |
| Annex 3 : Official manoeuvres' board synchro..... | 25 |
| Annex 4 : AEROBATICS PARAGLIDING WORLD CUP (ACRO CUP)..... | 27 |
| 1 - Competition format..... | 27 |
| 2 - Number of pilots..... | 27 |
| 3 - Selection method..... | 27 |
| 4 - Amount entry fee..... | 27 |
| 5 - Number of competition days..... | 28 |
| 6 - Number of tasks per day..... | 28 |
| 7 - Price money..... | 28 |
| 8 - Judges panel..... | 28 |
| 9 - World cup ranking..... | 28 |

International Aerobatics Competition Rules for PG

INTRODUCTION :

These rules apply as well as the entire S.7

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 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 (form in chapter 8 - annex 2 - page 26).~~

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.~~ There is no ballast allowed.

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.

When a warning is imposed to a pilot, it appears on the results of the competition. Judges and organiser keep record of the warnings.

3 warnings = 1 yellow card

2 yellow card = 1 red card

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

1.6.5 - Point penalties :

The 2 first warnings are not penalised.

A yellow card gives a 30 points penalty.

After the first yellow card each additional warning give 10 points penalty.

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

1.6.6 - Announcement of warnings and penalties :

The pilot is personally informed by the organiser 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 – SAFETY COMMITTEE :

At the beginning of the competition 3 pilots must be elected (by the team leaders in Cat 1 or by the pilots in Cat 2) to represent the pilots in the safety committee when ever needed.

1.8 – SAFETY DIRECTOR :

In Cat 1 event the organiser shall appoint a safety director acceptable to the CIVL Bureau whose sole responsibility in safety. (see Section 7B-Class O PARAGLIDERS Class III – chapter 2.6.2.1)

1.9 – Complaint, protest and appeal :

1.9.1 - In a category 2 event :

- Complaint : to dispute a decision, the pilot must present his complaint to the Competition Director.

The last moment to deposit a complaint is the first pilots briefing after the results publishing.

- Protest : all the protests are studied by the Competition Director and the senior judge.

1.9.2 - In a category 1 event :

- Complaint : idem

- Protest : The jury is nominated by CIVL and composed by three members from different nations.

- Appeal : The appeal to FAI made by the NAC as per General Section.

1.9.3 – Notes and video

The organiser has to keep and archive the paper and notes from the judges.

All routines are recorded on video and will be referred to in case of dispute.

All the judgement calls are final. The Competition Director may hold a conference with the judges to adjust a score in case of an obvious error, but the final scores are not protest able.

1.10 - Validation of run :

In case of difficulties (meteorological conditions, organisations ...), the safety committee and the judges meet to decide to validate or cancel the run.

For any reason, if a run can not be completed one day, it maybe be continued on the later scheduled day (similar conditions permitted).

1.11 – Announcement of program start :

A pilot, before starting his routine makes one ear to validate his run. If, before starting the 1st manoeuvre, he estimates the conditions unsafe or the altitude too low to complete the run, he notifies the judges panel by making 2 ears with the risk to get warnings if the judges panel 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.

It is the pilot's responsibility to start or not to start his routine. If the pilot decides to start his/her routine, the first attempt of the announced manoeuvre counts for judging

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

1.12 - Validation of the competition :

A minimum of 2 runs are required to validate the competition in each category (solo and synchro).

1.13 - Prize money :

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

1.14 - Number of pilots :

The organizer must precise the maximum number of place in each competition solo and synchro.

A pilot who is competing in solo and synchro is counting like 2 pilots.

The minimum number of pilots is 10 pilots solo and 5 teams in synchro.

The organizer can manage the number of pilots in his competition with :

- the world ranking order
- inscription time order
- a qualification run just before the competition

This must be announced in the inscription pilot form.

The organizer must do a waiting list.

1.15 - Entry fee :

The entry fee is up to the organiser but we recommend 25 Euros per competition day maximum.

The entry fee should cover :

- Take off access.
- Free access to supplementary events.

Chapter 2 Competition formats

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

2.1 - Program, routine and manoeuvres:

The program (or routine) consists of a series of X manoeuvres from the official list. Each manoeuvre may only be performed once within the routine (unless performed in the opposite direction i.e. left/right).

Some manoeuvres with 1,80 difficulty coefficient or more can only be performed at the beginning of the routine:

If 3 manoeuvres program => only at first position in the routine

If 4 manoeuvres program => 1st and/or 2nd position

If 5 manoeuvres program => 1st, 2nd, or 3rd position.

If 6 manoeuvres program => 1st, 2nd, 3rd or 4th position.

The concerned manoeuvres are indicated in the official manoeuvres table by "Must be executed at the beginning of the program".

Some manoeuvre (as indicated in the manoeuvres table) can not be executed in the 2 last position of the pilot's routine for security reason.

Some manoeuvre (as indicated in the manoeuvres table) can only be executed in the 2 last position of the pilot's routine to allow the judges and the public to have a good view.

2.2 - Competition for individuals :

2.2.1.1 - Solo compulsory program, free order

Each pilot must execute a required routine as imposed by the judge.

The order of manoeuvres is chosen by the pilot.

2.2.1.2 – Solo compulsory program, compulsory order

Each pilot must execute a required routine as imposed by the judge.

The order of manoeuvres is imposed by the judges panel

2.2.2 - Solo pilot 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. The number of manoeuvres is compulsory: and announced before the run.

2.2.3- Solo restricted announced program

The pilot may choose his routine from a list of manoeuvres decided by the judges panel.

2.3 - Competitions for teams :

2.3.1.1 - Synchro compulsory program, free order

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

The order of manoeuvres is chosen by the team.

2.3.1.2 – Synchro compulsory program, compulsory order

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

The order of manoeuvres is imposed by the judges panel

2.3.2 - Synchro pilot 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. The number of manoeuvres is compulsory: and announced before the run.

2.3.3 – Synchro restricted announced program

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

2.4 – Safety selection :

Safety selection is compulsory for pilots who are not in the world pilot ranking. All the pilots who are in the WAPR don't need to participate at the safety selection.

The judge panel is able to make a pilot selection with a safety selection flight. The aim is to demonstrate the pilot's ability to fly the competition.

2.5 – Qualification and cuts :

If more pilots than the number fixed by the organizer, they will be selected according to the WAPR or the order of registration (to be defined in the local rules).

Cuts (elimination round) are only allowed after having minimum 2 valid runs (with all pilots and teams).

Official manoeuvres to be performed during the safety and qualification run

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

Full stall + exit

Tail slide + exit

Wing over

SAT

Spin

Helico

2.6 - 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.

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 complain.

2.7 - Typical competition schedule :

- Qualification run or safety selection:

Compulsory program (doesn't count for the scoring).

- 1st Task: **Compulsory or restricted program**
- 2nd Task **Compulsory or restricted program**
- 3rd Task **Announced program**
- 4th Task **Announced program**

2.8 – Judges panel :

The judges panel consist of at least 3 independent judges from at least 2 different countries (3 different countries with 4 or 5 judges), one of them being chosen among the list of senior judges is the chief judge. The list is in Annex 1 to these rules.

The other judges can be national or international one.

The senior judges are nominated by the CIVL aerobatic sub-committee under the proposal of the organisers.

After the competition the senior judge has to write a report to the sub-committee and must stay in contact with the organiser until this one have sent the results to the CIVL.

Chapter 3 : Scoring

The scoring is based on 3 set of notes for solo competitions :

The technic during the program, the general choreography, and the landing.

The scoring is based on 4 set of notes for synchro competition :

The technic during the program, the synchronisation of each manoeuvres, the general choreography, and the landing.

Each set of points must be averaged on a 100 points basis:

For that, the pilots score will be compared to a maxi score or a medium score.

This averaged score will be balanced with the percentages granted to this set of points. The following percentage apply :

Solo :

Technical : 70%

+ Landing : 10%

+ Choreography : 20%

Synchro :

Technical 55%

+ Synchronisation : 20%

+ Landing : 10%

+ Choreography 15%

3.1 – Technical scoring :

Difficulty of the manoeuvre

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

| Manoeuvre's name | Coef |
|--------------------|------|
| Full stall | 1,00 |
| Tail Slide | 1,15 |
| SAT | 1,25 |
| Wing Over | 1,35 |
| Asymmetric Spiral | 1,35 |
| Dynamic Full stall | 1,40 |
| Looping | 1,45 |
| Asymmetric SAT | 1,50 |

| | |
|-----------------------|------|
| | |
| Mac Twist | 1,55 |
| Helicopter | 1,70 |
| Misty Flip | 1.65 |
| Twisty Flip | 1,75 |
| | |
| Dynamic Helico | 1,75 |
| | |
| Mac Twist to Helico | 1,75 |
| SAT to Helico | 1,75 |
| Helico | 1,80 |
| Misty to Misty | 1,80 |
| | |
| Tumbling *** | 1,80 |
| | |
| Helico to SAT | 1,85 |
| SAMBA | 1,85 |
| | |
| Rhythmic SAT *** | 1,90 |
| Mistytumbling *** | 1,95 |
| Infinity Tumbling *** | 2,00 |

Execution points: Each manoeuvre is judged on a scale of 0 minimum to **100** maximum.

Calculation of each manoeuvres score:
for each judge:

manoeuvres score = execution points X difficulty coefficient

3 judges average:

For each manoeuvre, the scoring software calculate the average score of the 3 judges. This manoeuvre average score is given to the pilots when publishing the results.

Calculation of final technical score:

A **medium score** is calculated depending of the quantity of manoeuvres and the difficulty coefficient average.

The **difficulty coefficient average** is fixed at **1,70** for every kind of task and for solo and synchro competitions.

$$\text{medium score} = \text{quantity of manoeuvres} \times 1,70 \times 100$$

$$\text{average technical score} = (\text{total of the } X \text{ manoeuvres} / \text{medium score}) \times 100$$

$$\text{final technical score for solo} = \text{average technical score} \times 70\%$$

$$\text{final technical score for synchro} = \text{average technical score} \times 55\%$$

3.2 - Synchronisation scoring : (for synchro competition only)

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

The judges average is made with the final juges synchronisation scores.

The **maxi score** to refer to is:

$$\text{maxi score} = \text{quantity of manoeuvres} \times 10$$

$$\text{average synchronisation score} = (\text{total of the } X \text{ manoeuvres} / \text{maxi score}) \times 100$$

$$\text{final synchronisation score} = \text{average synchronisation score} \times 20\%$$

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.

The raft must be at least 4m wide and 6m long when on a lake and larger when on sea water in order to protect, as possible, the glider from the salt.

The judges average is made with the final juges landing scores.

The landing score for solo takes into account the following criteria and coefficients:

| LANDING on RAFT for SOLO | coef |
|---------------------------------|-------------|
| Aproch and precicion | 1,5 |
| raft | 1,5 |
| Ground spiral | 2,5 |
| hand touch | 0,7 |
| feet touch | 0,4 |
| spin | 1 |

Execution points: Each manoeuvre is judged on a scale of 0 minimum to 10 maximum and multiplicated by the respective coefficient.

The maxi score to refer to is:

$$\text{maxi score} = 76$$

$$\text{average landing score} = (\text{total of the 6 manoeuvres} / \text{maxi score}) * 100$$

$$\text{final landing score} = \text{average landing score} \times 10\%$$

The landing score for synchro takes into account the following criteria and coefficients:

| LANDING on RAFT for SYNCHRO | coef | Pilot 1 | Pilot 2 |
|-----------------------------|------|---------|---------|
| aprouch and precicion | 1,5 | | |
| raft | 1,5 | | |
| SOLO Ground spiral | 2,5 | | |
| SYNCHRO Ground spiral | 3 | | |
| hand touch | 0,7 | | |
| feet touch | 0,4 | | |
| spin | 1 | | |

Execution points: Each manoeuvre is judged on a scale of 0 minimum to 10 maximum and multiplied by the respective coefficient.
Each pilot's execution will be graded separately and added.

The maxi score to refer to is:

$$\text{maxi score} = 152$$

$$\text{average landing score} = (\text{total of the 6 manoeuvres} / \text{maxi score}) * 100$$

$$\text{final landing score} = \text{average landing score} \times 10\%$$

3.3.1 Landing on the ground.

The pilots committee in accordance with the organiser can decide to cancel the landing on the raft in case of sea water, very cold water (less than 10°C) or unsafe landing conditions.

In that case, a ground landing can be scored under the folowing conditions:

The pilots sould be able to safely aproach the landing area without over flying the public.

A target landing gives the "raft points". The target must be 1 m large. The landing area must be at least 50 m long all around the target and completly free.

No ground spiral are allowed.

3.3.2 No landing scoring.

If the conditions can not permit safe competition landing, the landing will not be scored.

The landing score will be 0 for all pilots.

3.4 - Scoring of choreography :

Choreography is scored for the entire run (including the landing).

The juges average is made with the final juges choreography scores.

The choreography score for solo takes into account the following criteria and coefficients :

| SOLO CHOREOGRAPHY | coef |
|------------------------|------|
| Placement and drift | 1,6 |
| Management of altitude | 1 |
| flow | 1,2 |
| Rythme and connexions | 1,2 |
| Originality, diversity | 1 |

Each criteria is judged on a scale of 0 minimum to 10 maximum.

The maxi score to refer to is :

maxi score = 60

average choreography score = (pilots choreography points / maxi score)*100

Final choreography_score = average choreography score X 20%

The choreography score for synchro takes into account the following criteria and coefficients:

| SYNCHRO CHOREOGRAPHY | coef |
|------------------------|------|
| Placement and drift | 1,6 |
| Management of altitude | 1 |
| flow | 1,2 |
| Rythme and connexions | 1,2 |
| Originality, diversity | 1 |
| Synchro Coordination | 1,5 |

Each criteria is judged on a scale of 0 minimum to 10 maximum.

The maxi score to refer to is :

maxi score = 75

average choreography score = (pilots choreography points / maxi score)*100

final choreography_score = average choreography score X 15%

3.5 - Total points :

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.

Final pilot score =
+ final technical score
+ final landing score
+ final choreography score

Final team score =
+ final technical score
+ final synchronisation score
+ final landing score

+ final choreography score

3.6 - Criteria of technical evaluation :

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** coefficient,

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 discount in execution scoring.

Penalties:

The following criterias are some references. It is up to the judges to appreciate the context in which the problem happens, its importance and the way the pilot is managing the situation.

Collapses / Tucks: 0 to 25% => 0 to -20 points for the manoeuvre
25% to 50% => -20 to -50 points for the manoeuvre
50% to 100%=> -50 to -80 points for the manoeuvre

Change of direction:

<90° => 0 to -20 points
90° to 180° => -20 to -50 points
>180° => -50 to -80 points

Cravat :

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% and <3 seconds => -20 points
cravat >50% and >3 seconds => -20 to -80 points

Twist :

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

Twist <1 turn => -20 to -50 points
1 turn and more => -50 to -80 points

Loss of control: 0 for the run

A loss of control is a momentary laps of time where the pilot doesn't have the control of the situation: a problem with the glider (collapse, cravat...) or twist cause the pilot some unexpected and uncontrolled trajectories.

The judges consider the pilot has gone too far and into a dangerous situation.

Opening of the reserve: 0 (zero) points for the run

Not opening the reserve in case of needing it: 0 (zero) for the run + Warnings

Chapter 4 : RANKINGS

Two different rankings, in paragliding aerobatics competition, are calculated.

1) An Aerobatic Paragliding World Cup (ACRO CUP) of maximum 6 major events with a ranking formula define below (see annex 3)

2) A permanent ranking based on the formula of the World Aerobatic Pilot Ranking. This formula and its explanations are available at the following address: http://www.fai.org/hang_gliding/rankings/newrankings/formulahg/index.html

All the international aerobatics events including those counting for the ACRO CUP 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 could be used for selection purposes.

4.1 - Permanent ranking : W.A.P.R.

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

- The Aerobatics competition must be CIVL cat 2 sanctioned. The organiser has to contact the CIVL PR officer Paula SAYER at the following address : 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 WAPR
 - The organiser must send to Paula SAYER the results the same day they are official.

4.2 – ACRO CUP ranking

In addition of sending the result to Paula SAYER, the Aerobatic Paragliding World Cup (ACRO CUP) organisers must send to Pal HAMMAR-ROGNOY the results the same day they are official at the following address : pal@downteam.com

Chapter 5 : ORGANISER RULES

These organiser rules apply to all events counting for the World Aerobatic Pilot Ranking.

An organiser must fill a form to be FAI category 2 event (see annex). He must stipulate on this form the name of the senior judge. He must send it to the FAI (mail address) and pay a fee equal to one pilot entry fee.

For the ACRO WORLD CUP these rules apply but others are added (see chapter 7).

5.1 - The site.

Aerobatics competitions can only take place above water. It is necessary to get a height of at least ~~500 m~~ 400m above water in order to perform the movement.

The box must be large enough to allow a pilot to use his rescue and land safely in water.

The wind couldn't be normally stronger than 30 km/h.

5.2 - Take Off :

The take off must be large enough to spread a minimum of 2 gliders and easily accessible. Easy and fast access for rescue.

If it's a towing competition a minimum of two boats/winches is required.

5.3 – Landing :

The main landing place is on a raft. The size of the protected platform is at least 6m X 4m, without any sharp edges. All sides and corners must be well protected.

In addition it is necessary to have a "dry" landing near the box (normal landing area on the beach for example).

It is also possible to use a "dry" landing place on water. In that case a protected floating platform (10 m X 10 m) without any sharp edges. All sides and corners must be well protected.

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

No flight over the public.

5.4 - Communication :

Radios and / or mobile phones (homologated if necessary).

The start of the run must be announced to all the judges with confirmation.

5.5 - Organisation facilities :

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

Headquarters with all the infrastructure for the results keyboarding, computers, internet access, a high performance photocopy machine, paper (minimum 4 reams) and telephone lines.

Each judge needs one secretary to assist him/her during the notation.

In addition deck chairs must be provided to the judges.

5.6 - Aerobatics 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 organiser 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 flight director who must be present at landing place.

At take off : a starter who is responsible for take offs.

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 judges panel and helps entering the results (score keeper).

5.8 – Briefing :

Safety committee election (3 pilots). The safety committee gives his point of view 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 :

An emergency doctor on the competition area.

An emergency health care helicopter at the competition area or one that will be available within 30 min of contact.

An ambulance at landing. An emergency response team/ health care team on takeoff
2 motorised boats with staff, "cut-lines" and easy access for the pilots. Scuba divers are only necessary at HG comps.

Additional safety equipment where appropriate.

No flight over the public.

5.12 - Insurance :

Each organiser must ensure that all pilots have a liability insurance covering air risks.

Each organiser must have 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 – Panel of judges :

The organiser should choose a senior judge within the list included in this document. He must contact him directly.

The part of the senior judge is :

- to choose and organize the judges panel with the organiser
- to score the pilots
- 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 to the trainee judges during the training sessions.

The chief judge is paid 200 Euros per day and his travel expenses, accomodation and wages are refunded by the organiser.

The chief judge has the possibility to organise training courses for new judges during and/or before the event.

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

5.15 – Results :

The organiser must send the results in the correct format (exel or access) to CIVL PR officer Paula SAYER at the following address : paula@fai.org as soon as the final results are official.

Chapter 6 : LOCAL RULES

6.1 - Name of the event:

6.2 - Dates:

Including training dates and place :

6.3 - Description of the event:

Open to teams and/or individuals

Number of competition days

Date of the qualifying run

6.4 - Maximum number of pilots and selection method:

Maximum number of pilots:

Selection method:

- WAPR

- order of registration (date)

6.5 - Entry fee:

Amount.

What is included in the entry fee.

6.6 - Protest fee:

Amount.

6.7 - Prize money:

Amount

How it is awarded

6.8 - Daily program:

This program has to be respected.

681 telephone number to call in case of delay:

6.9 - Safety:

Type of helmet allowed in the competition

Provision for life jackets if any

Provision of spare reserves provided by the organiser

6.10 – Competition:

Definition of the flight Box

Number of manoeuvres to be performed during a flight

Elimination round (cut) after a minimum of two valid runs if relevant.

Chapter 8 : ANNEXES

Annex 1:

List of senior judges :

| | |
|-------------------------|-----------|
| Violaine DUFOURMANTELLE | FRANCE |
| Pernilla HAMMAR-ROGNOY | NORWAY |
| David EYRAUD | FRANCE |
| François BON | FRANCE |
| Stefan HODEK | GERMANY |
| Agustin CIMA (Galle) | ARGENTINA |
| Chris GEIST | GERMANY |

List of qualified judges :

| | |
|------------------|-------------|
| Mauricio G BRAGA | BRASIL |
| Alexis COUDURIER | FRANCE |
| Claudio CATTANEO | SWITZERLAND |
| David SOUJEY | FRANCE |
| Arvid HAALAND | NORWAY |
| Iris Vogt | AUSTRIA |

List of trainy judges :

| | |
|------------------|---------|
| Per ANDERSEN | NORWAY |
| Daniel LORITZ | AUSTRIA |
| Marc AUBERTIN | FRANCE |
| Luis MITTEREGGER | AUSTRIA |
| Egil TOSTENSEN | NORWAY |
| Mirjam STEIEN | NORWAY |

Annex 2:

OFFICIAL MANOEUVERS' BOARD SOLO (see Excel sheet)

OFFICIAL MANOEUVERS' BOARD SYNCHRO (see Excel sheet)

Annex 3 :

Aerobatics Paragliding World Cup (APWC): “ACRO WORLD CUP”

The Acro World Cup represents the highest competition level in paragliding aerobatics.

The “Acro World Cup” is organised every year (around 4 to 6 major events chosen by the CIVL Aerobatics working group).

All the competitions, in the Acro World Cup, are cat 2 event and are counting in the permanent ranking (WAPR).

All the rules above (Chapter 1 to 6) concern the **ACRO WORLD CUP** competition except if an other rule is written in annex 2.

The winner’s title of the Acro World Cup in solo and in synchro are delivered each year (see Annex 3 - &9).

1 Competition format :

The solo and the synchro competitions are separated in two different rankings.

The pilots can participate to both competitions at the same time but it is highly recommended to have two complete equipments (reserve and glider).

2 Number of pilots :

The minimum number of pilots :

In case the organiser runs an only solo competition, he should be able to accept a minimum of 20 pilots.

In case the organiser runs a solo and synchro competition, he should be able to accept a minimum of 20 solo pilots and 10 teams.

The maximum number of pilots :

40 solo and no synchro
or 30 solo and 20 teams
or 30 teams and no solo

No cut will be made during the competition (all pilots have the opportunity to compete the all runs).

3 Selection method :

The registrations are open until 6 weeks before the event start.

If there are more pilots than the maximum allowed by the organiser, the pilots will be selected based on the WAPR (for synchro team: based on the best pilots position in the WAPR).

The pilots will have an answer 4 weeks before the event start.

If needed, the organizer should establish a waiting list.

If some pilots are unknown by the judges, a **safety selection flight** has to be done to control the pilots ability to compete.

4 Amount entry fee :

Solo : 100€ max / pilot / competition

Synchro : 200€ max / team / competition.

Including minimum: break fast and lunch pack.

The organizer can propose a cheaper fee.

5 Amount of competition days :

Minimum 3 days (including safety selection flights)

6 Amount of tasks par day :

At least 1 in each category (in case of good conditions).

The organiser has to take care that the maximum number of tasks per day for one pilot is limited to 3 runs.

7 Prize money (minimum amount) :

| Rank | Solo | synchro |
|----------------------|---------------|---------------|
| 1 st | 800 € | 1600 € |
| 2 nd | 400 € | 800 € |
| 3 rd | 200 € | 400 € |
| 1 st girl | 200 € | 400 € |
| | 1600 € | 3200 € |

Total : 4800 €

We recommend to give prize money and others prizes (materials) for the 4th and the 5th.

The organiser should pay using euros.

8 Judges panel :

At least 1 senior judge and 2 qualified judges. It is recommended to have 2 other training judges.

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.

If only 3 judges are available, the final score of the run is the overage of the 3 judges.

The chief judge is paid 300 Euros per day by the organiser.

The other qualified judges are paid 150 euros per day.

All travel expenses, accommodation and wages of the 3 qualified judges are reimbursed by the organiser.

9 World cup ranking :

The world cup ranking is based on all valid runs minus 1/3 worst run for each pilot or team.

For example :

If the season got 12 valid APWC runs in total, every pilot will get the summary of his 8 best runs ($1/3 \cdot 12 = 4 \Rightarrow$ 4 runs are removed).

If 13 runs are valid \Rightarrow 9 best results are taken in account ($1/3 \cdot 13 = 4,33 \Rightarrow$ 4 runs are removed).

If 14 runs are valid \Rightarrow 10 best results are taken in account ($1/3 \cdot 14 = 4,67 \Rightarrow$ 4 runs are removed).

If 15 runs are valid => 10 best results are taken in account ($1/3 \cdot 15 = 5$ => 5 runs are removed).

Calculation of pilots points per run :

A coefficient is calculated depending of the winner result compeer to 100 points (teorical maximum points) :

$$\begin{aligned} \text{coefficient} &= 100 / \text{winner points} \\ \text{the APWC points} &= \text{pilots run points} \times \text{coefficient.} \end{aligned}$$

Example: the winner has 83 points => the coefficient is 1,2

The winner has: $1,2 \cdot 83 = 100$ APWC points

If the 2nd pilots has 80 points => $1,2 \cdot 80 = 96$ APWC points.

A pilot with 25 points => 30 APCW points.