



# FAI Sporting Code

*Fédération  
Aéronautique  
Internationale*

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## **Section 7L – Class O Paragliding Hike & Fly Paragliders Class 3**

**2025 Edition  
Effective 1st May 2025**

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- 1 FAI Statutes, .....Chapter 1, .....para. 1.6
  - 2 FAI Sporting Code, Gen. Section, .....Chapter 4, .....para 4.1.2
  - 3 FAI Statutes, .....Chapter 1, .....para 1.8.1
  - 4 FAI Statutes, .....Chapter 2, .....para 2.1.1; 2.4.2; 2. 5.2 and 2.7.2
  - 5 FAI By-Laws, .....Chapter 1, .....para 1.2.1
  - 6 FAI Statutes, .....Chapter 2, .....para 2.4.2.2.5
  - 7 FAI By-Laws, .....Chapter 1, .....paras 1.2.2 to 1.2.5
  - 8 FAI Statutes, .....Chapter 5, .....paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
  - 9 FAI Sporting Code, Gen. Section, .....Chapter 4, .....para 4.1.5
  - 10 FAI Sporting Code, Gen. Section, .....Chapter 2, .....para 2.2.
  - 11 FAI Statutes, .....Chapter 5, .....para 5.2.3.3.7
  - 12 FAI Statutes, .....Chapter 6, .....para 6.1.2.1.3

**Editor's Note:**

The FAI Sporting Code for Hang-Gliding and Paragliding consists of the General Section and Section 7 combined. In cases of doubt, consult the General Section to establish the principles before applying the specific rules which appear in this Section 7.

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

Wording: The use of "shall" and "must" implies that the aspect concerned is mandatory; the use of "should" implies a non-mandatory recommendation; "may" indicates what is permitted and "will" indicates what is going to happen. Words implying the singular include the plural and viceversa.

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# 1 INTRODUCTION AND DEFINITIONS

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

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

This document defines rules primarily for 1<sup>st</sup> Category Events.

For 2<sup>nd</sup> Category events, Section 7 Common 12 requests that rules “shall be based as far as appropriate on those of 1<sup>st</sup> category events”. Nevertheless, it is important for some rules to be clearly defined.

Therefore, where necessary, this document may be a support to define rules for 2<sup>nd</sup> Category events (to be in their Local Rules) for relevant chapters.

## 1.1 Definitions

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

### 1.1.1 Hike & Fly definition

A Paragliding Hike & Fly competition is defined by a competition (Event) based on a combination of flying moments together with hiking displacement by foot on the ground (at ground altitude), by competitors carrying their own equipment in a given period.

During the Event, the Competitor must fly his/her paraglider, hike, and carry the Mandatory Equipment (see section “Equipment”) without any form of physical assistance at any time. Any other transportation assistance, including, but not limited to, any kind of motorized flying vehicles, from any third parties is strictly prohibited.

There is no unique format for H&F competition, and the current philosophy is to keep open for different types of competition, without creating sub-categories.

The competition Event is held between a start point and a goal point, in a given time, combining moments of flying and of “on-the-ground” hiking movements by foot, according to conditions and competitors choice. It may include (or not), under decision of the organizer, intermediate turn-points, mandatory or optional, in a defined order or not (type cat'cradle), possibility for assistance (or not), ....

Different periods in the day may be defined for mandatory resting, for moving, for flying.

During competition hours, the competitor can only elect to walk, run or fly. No other means to circulate at ground level is allowed.

A flight by a paraglider is starting with a take-off place and ending with the landing and between such flights the competitor may move on the ground by foot (or ground level, for dedicated events).

Air space and other local regulations, including for Nature protection, must be respected.

Scoring (from start to goal or end of the competition) can be made in time (minimum time to cover the defined circuit), or according to gathered points, following a precise definition in LR. For example, points can be given for reaching specific turn-points, different (or not) by flying or by foot, for accuracy landing, ....

H&F competition may allow (and thus define) or forbid assistance to the competing competitors, especially when over several days.

It may impose some over-night conditions (location, resting timing or duration, ...).

### **1.1.2 H&F competition formats**

H&F competitions are solo competition only (tandem flights forbidden).

Several formats are possible.

For example (and not exclusively), in one or several days, starting from a defined start point and ending before a fixed end-time:

- Hiking to a (defined or not) take-off and flying as far as possible (free distance)
- Hiking to take-off (defined or not) and free flying to pre-determined (fixed) goal
- Hiking to take-off and flying to a pre-determined (fixed) goal passing in defined order several turn-points (either by hike or by fly, or in pre-defined way).
- Hiking to take-off and flying to (defined or furthest possible) turn-point and returning back to start (by foot or by flight)
- Hiking and flying between several turn-points, without defined order (cat's cradle) from a start to a goal
- ... / ...

If the competition is over several days, each day can be a specific competition with a different format (so called "daily task") but with a final combined result.

Scoring is either according to time or to points (following defined rules of the event).

### **1.1.3 Cat 1 H&F competition**

Cat1 H&F competitions (including Continental Championships) consist in one event, along a maximum of 14 consecutive days, including the opening and closing ceremony, and rest days (if any). It cannot be a combination of several events at different periods.

Such an event can be one course only along all days of the competition, or a combination of one-day task competitions (with one or different formats – one per day) within the define period of competition days.

Competition is valid if at minimum 3 full ("hikable or flyable") tasks or days have been completed - only day with strong wind or stormy weather during the whole day may not be considered as "hikable or flyable" day.



### **1.1.4 Cat 2 H&F competition**

Cat 2 H&F competitions are competitions registered in CIVL / FAI EMS and could have several categories and formats  
However only the overall ranking will be feeding the WPRS.

Organisers of each Cat 2 H&F definition defines and publishes own local rules, at most on the basis of this regulation.

### **1.1.5 Hike and Fly conditions**

The competitors are responsible for making decisions regarding their ground (hiking) and flying routes along the circuit to reach the given goal.

This analysis must be at the forefront of their minds at all times and any decision to take off for flying should be made with full consideration of the competitor's own ability, the location and the prevailing weather conditions.

Athletes must fly in aerological conditions adapted to their level of competitor age and fatigue. They are responsible for their decisions and undertake not to put themselves in a vulnerable position physically.

## **2 ENTRY AND REGISTRATION**

### **2.1 Entry**

The Event Local Regulations (LR) shall state:

- The maximum number of competitors who may be accepted in the event.
- The maximum number of competitors who may be entered by a NAC, in case of World or Continental championships.

#### **2.1.1 Mixed Championships**

In Category 1 championships, the minimum of places reserved for women shall be 1 per nation.

The top 5 female competitors, from 5 different nationalities, as ranked in the WPRS, shall be allowed to enter providing they have their NAC approval and have not been selected for their National team.

#### **2.1.2 Host Nation**

The host nation shall have the opportunity of entering the same number of competitors as the top nation, except that in mixed championships they may not enter men as substitutes for women.

## **2.2 Eligibility to Compete**

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### **2.2.1 Qualifications**

Competing competitors (even in Cat. 2) must hold a valid Sporting license, and a pilot paragliding license (or equivalent certificate of competence). This latter may be either:

- An International Competitor Proficiency Identification (IPPI) Card to Stage 5,
- If the competitor's country issues paragliding competitor licenses, this should be equivalent to IPPI 5.

If the competitor's country does not issue IPPI Card or paragliding competitor licenses, the NAC takes the responsibility to send only competitors with the required flying skills.

Competitors must have good nil-wind as well as strong wind take-off skills. The Meet Director can ask competitors for a flying test prior to the competition to demonstrate his / her skills. Also Meet Director may require top landing videos or other "proof" that potential participants have the required skills for competing in H&F.

Any competitor without sufficient skill can be forbidden to fly by the Meet Director. In this case, expenses including entry fees are not reimbursed.

WPRS ranking will be used for competitor selection to Category 1 events, and could be used for selection to Category 2 events (to be specified in Local Rules).

### **2.2.2 Exemptions**

Requesting an exemption is not just another way to be qualified.

Exemption to competitor qualification requirements may be given only under exceptional circumstances. For any exemptions, applications must be made by the competitor's NAC, with supporting evidence of the competitor's international competition history. It is the responsibility of the NAC to ensure this is received by the CIVL President at least 60 days before the start of the competition. The list of exempted competitors is published on the organisers' website.

When a competitor has competed in a Category 1 event after gaining an exemption, that competitor shall not be eligible for further Category 1 events unless meeting the normal qualification criteria.

### **2.2.3 CIVL Screening Committee**

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

The Screening Committee shall:

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

The Chairperson conducts the screening, informs NACs, organisers and CIVL President.

Before reviewing exemption applications, the Screening Committee will discuss and decide the standard of competitors for whom exemptions may be granted. Such standards may be

significantly different from one event to another. The Screening Committee may modify the exemption form accordingly.

The CIVL Steward will ensure that the correct exemption form is available on the organiser's website.

The application form must include a clear statement of support from the NAC confirming that it believes that participation in the championship by the competitor will not affect the safety of either that competitor or other participants. Exemption forms which include additional material for consideration may be accepted but any that omit requested information may be rejected.

## **2.3 National Team size**

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

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

## **2.4 Allocation**

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Places are allocated to nations, one by one, in order from the top nation in the WPRS nation ranking down to the last ranked nation; if any places are still available, the process starts at the top again. The allocation process takes part between three and two months before the start of the event. The local regulations shall state the precise deadlines. KK

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

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

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

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

The places allocated to women cannot be filled by men.

## **2.5 Registration**

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Each competitor will be required to present:

- Proof of identity.
- Valid Sporting License
- A valid competitor's license if the competitor's country issues competitor licenses. Satisfactory evidence of glider and equipment airworthiness.
- Proof of valid insurance as detailed.

Each competitor will be requested to sign:

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

## **2.6 2<sup>nd</sup> Category Events**

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

Other Category 2 competitions may define in its Local Rules (LR) special conditions which are adapted to these rules.

Category 2 categories may have different sub-competitions, but must define an overall classification of participants.

# **3 COMPETITION DETAILS**

## **3.1 Location**

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Head Quarter location must be given on the competition website and in Local Regulations (LR).

Similarly Local Regulations (LR) must give the GPS reference for the competition geographical area in case there are such limitations (aeronautical regulated spaces (Air Spaces) and / or nature protection areas).

The start and goal may be define prior to the race start depending on weather and aerological forecasts. Information process is described in LR.

## **3.2 Organization**

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### **3.2.1 Meet Director - MD**

Meet Director is responsible of the competition, in the frame of the Rules defined in LR.

MD has the authority to stop the competition or to forbid flights during a time period for all competitors (hiking may still be authorized during the period) at any time for safety reasons, including when weather deemed too dangerous to participate safely.

The MD reserves the right to give penalties, expulse or disqualify any competitors who do not follow the competition rules, or who act irresponsibly towards their own safety, towards others or towards the sport, the event organisation or related sponsors.

The MD has the authority to stop a competitor for medical reasons until the situation can be assessed and a final decision is made by the Event Committee.

### **3.2.2 Event Committee**

Score Keeper and Safety Director (If nominated), as defined in LR, can support the MD at his / her request, forming the Event Committee.

## **3.3 Rules**

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### **3.3.1 Briefing**

Safety briefing will be organized the day before the start of the competition, or in the morning prior to the start, and also at any time decided by the MD. During the competition they can be performed in remote way.

Attending the briefings is mandatory to all competing competitors (and to assistance team members if any).

In case of multi-day competition with daily tasks, the organizer will organize briefing at given time, either at the evening on previous day, or in the morning prior to each task.

### **3.3.2 Safety reporting**

All registered competitors or their assistants must inform the organization about update of the competitor's condition and position, in particular at end of the day, through the process (mean, timing, ...) as defined in Local Rules.

This will prevent the organisers from needlessly launching Rescue.

The absence of a safety report will be considered a serious rule infringement resulting in the expulsion of the competitor from the competition.

### **3.3.3 Emergencies**

Upon landing, the competitor must pack up immediately. An unfolded paraglider means: "I NEED HELP". A competitor flying near a competitor in difficulty should give assistance or warn other competitors and the organiser ASAP.

Any assistance given will be rewarded in kind. Any competitor who assists an injured competitor will be given by the MD a fair compensation when they are able to rejoin the race.

### **3.3.4 Stop due to weather**

If weather conditions look to be particularly unfavourable, the MD reserves the right to stop the competition at any time during the competition, or to forbid flying in some areas.

### **3.3.5 Resting periods**

In case of multi-day competition, resting may be imposed to competitor (and assistance) by the organization under a given timing (as defined in LR). Each day, competitors must start from the designated start of the task on that day.

During Rest Periods the competitor is permitted to move away from the position where the Rest Period began, but in the next morning the competitor has to restart the competition after the given time from the same position where the Rest period began (within 200m), to be verified by the GPS track log.

LR can permit and defined resting periods different than “non flying” periods - thus imposing a limit landing time and giving the possibility to move on the ground further before the rest period starts.

LR can impose given resting places.

### **3.3.6 Competitor withdrawal**

Any competitor may quit the competition at any time, after informing the MD.

If a competitor wishes to withdraw from the race, they must immediately inform the MD.

Ranking will consider all competitors having started the competition.

### **3.3.7 Route**

The competition route definition (itinerary, start, goal, turn-points, timing,...) for the whole competition or for daily-tasks is defined by the MD

Turnpoints (GPS) are shared with the competitors at the briefing, in relation to weather forecasts.

Specific instructions related to scoring are also shared at briefing and explained in LR.

## **3.4 Tracking**

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### **3.4.1 General approach about tracking**

Trackers may be provided by the organizer, which do not prevent competitors from having their own tracking solution (for safety and / or back-up, or when made mandatory by the Organiser).

The competitor must be able to provide an unambiguous track log (#) that shows without doubt that the data was collected:

- By the competitor for flight and ground parts of the competition
- Along the task
- Of the declared turn point co-ordinates from the correct location in the correct sequence.
- With all relevant information being present on the track log.

(#) Track log could be several files concomitant in time and location, especially in case of failure or low battery of the tracking gear.

Competitor are required to lodge the make, model and serial number of all GPS devices that they intend to use during the competition with the competition scorer, even as back-up., and are required to correctly set up the operating parameters of their GPS instruments. Failure to correctly set up their GPS instruments may lead to penalties being applied.

Also he / she must ensure that the equipment is secure and compatible with the approved GPS flight verification software that is to be used (described in LR).

The competitor must keep track files available for direct downloading from the instrument until the scores become official in order for the track file to be considered for scoring.

If a continuous track log is not uploaded to the scorekeeper, that day will not be scored (in case of daily task) or the competition will be scored to the last registered continuous point.

The competitor is responsible that his Tracking Device and GPS Logger, as listed in the section “Equipment”, are always properly maintained, charged, and switched on during the mandatory time frames during the Race. It can only be switched off during the rest period or if the competitor ends his day early.

The competitors are responsible for switching on and properly maintaining their track logs and a valid IGC file or GPX file (flying and walking).

If a competitor decides to end a task early, he / she must send a message from the point where he / she stopped racing and must turn off their GPX/IGC tracker so it does not include any recording during retrieve.

At the end of the Event competitors must submit their IGC track logs for official scoring. Remember that these logs must contain air and ground movements.

### **3.4.2 Tracklog verification**

Each competitor should have at least one tracking point in each cylinder (turnpoint / waypoint).

In case of non-validation of the turn point, the competitor must return to the missed point in order to progress. Or the score is stopped at the last valid point.

Turnpoints:

To be considered tagged, TPs must be passed within the radius given at the briefing. The list of TPs will be given during the competitor briefing by the MD.

Each competitor must be able to enter GPS coordinates in their GPS units.

The routes will be evaluated on a daily basis. The MD (or Scorer) will analyse each competitor's route every day, based on the online track log. If a track log is found to have infringed any of the rules, the competitor must hand in his backup track log within 24 hours of the MD request.

The MD reserves the right to inspect any competitor's backup track log.

The MD understands “a complete and clean track log” as being as follows:

- The track log must not have any missing track points for more than 5 minutes.
- The flight track log must show that no airspace violations have been made. If log points close to the prohibited zones are missing and airspace violation is suspected, the backup track log must clearly show that airspace has not been violated.
- All GPS backups must be running on MAP DATUM: WGS 84

### **Controlled Airspace**

The organisers shall specify in the Local Regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps and provided as openair.txt format files for display on instruments and scoring checks.

The organiser may establish prohibited airspace that may differ from official airspace as needed, and this airspace created for the competition shall be treated as official airspace with the same penalties. The entire flight from launch to landing will be considered for such violations irrespective of the task being active or stopped, the course started or finished.

### **Altitude Infringements**

Where vertical infringement of airspace, cloud or briefed altitude limits is considered possible it is the responsibility of the competitor to produce track log or barograph evidence that this did not occur.

Airspace violation checks rely on the GNSS altitude as recorded on the flight instrument tracklog

Other restriction

Similarly the organiser may define and communicate other restricted areas (even for ground transportation), and verify tracklogs of such restrictions.

### **3.4.3 Live Tracking**

Live tracking is mandatory in Category 1 **and 2 events from the 1st January 2026**. Using the live tracking information as a strategic aid to competitors is an unsporting behaviour.

**At category 1 events in Paragliding Cross Country and Hike and Fly disciplines the secondary live tracking with devices that use satellite communication to transmit the location (as specified in CIVL approved list) is mandatory. The organizer must collect the links to satellite trackers during the registration and monitor them during the race along with GSM based live tracking.**

## **3.5 Assistant**

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If defined in LR, each competitor may have an assistant. An assistant can support any number of competitors during the race. The assistant can perform the following tasks:

### **3.5.1 Assistant Role & tasks**

The assistant is responsible for the logistics, and cannot carry their equipment specified later in these rules. If he did, it would end in the expulsion of the competitor. He is also the link between the organiser and the competitor, He must regularly advise the position and condition of his competitor(s) to update the organiser. He must arrange meeting points with the organisers and relay any safety information. He calls for rescue in the event of competitor difficulty. If the competitor needs care or is injured then the assistant must contact the organiser.

### **3.5.2 Availability of the assistant**

The assistant should be contactable during the competition by mobile phone. In order to communicate with competitors, the organiser will go through the assistant (or direct to the competitor if no assistant is used).

### **3.5.3 Communication**

Assistant or the competitor should send the organisers news as and when possible, according to process defined in LR.



### **3.6 Flight Rules**

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All competitors are obliged to respect VFR (Visual Flight Rules) regulations. Any competitor violating VFR rules takes full responsibility for the legal consequences.  
CLOUD FLYING IS NOT ALLOWED AND WILL BE PENALIZED.

Flying in prohibited air space is not allowed and will be penalized. Flying after the mandatory land-by time is NOT ALLOWED and will be penalized.

All competitors are also obliged to respect the prohibited zones, as defined by the organization. A competitor's altitude is verified by the GPS height recorded by live tracking. If possible, a backup track (IGC) is used to verify any violations and then this GPS height will be used as evidence. See 3.4.2

### **3.7 Respect of the Environment**

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Each competitor (and assistant) must leave no environmental impact from their passage over the ground and respect the environment in which they operate. If a competitor or a member of his / her assisting team is caught dropping litter, he / she will be expelled.

## **4 EQUIPMENT**

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### **4.1 Mandatory Equipment**

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During the race, the competitors must fly their certified paraglider or hike without any form of physical assistance, carrying the mandatory equipment. Any other transportation assistance, including any kind of motorized vehicles, from any third parties is strictly prohibited.

Spot checks can be carried out at any time by the MD.

Any competitor who fails to carry the mandatory equipment at all times will be expelled.

Unless specified in LR, tracker for each competitor (and assistance if any) is provided by the organisation.

The mandatory equipment, to be supplied by the competitor, consists of:

- Paraglider
- Harness including a back protector
- Emergency parachute
- Helmet
- A backup GPS device recording all movements of the competitor on ground and in the air is mandatory - It must put out an IGC or GPX file with GPS altitude. The interval between points in the track log must be set to 1 second or less.
- Mobile smartphone (may also serve as the GPS backup) with enough battery
- A light or high visibility reflector for road safety after sunset
- 2m band Radio (competition frequency / channel will be decided during briefing)
- A headtorch

Also, the competitor must be able to recharge the battery of the required electronic gear during the duration of the race. LR can state battery capacity to be fully charged at competition start (for example minimum 10'000 mAh).

LR can specific other mandatory requirement for competitor (or assistance) equipment.

The use of paragliders with 16m<sup>2</sup> or less (laid out surface) or of a surface load exceeding 6kg/m<sup>2</sup> (so called speedgliders) is prohibited (unless specifically mentioned in LR).

All flying equipment must be certified and fulfill the latest criteria for the following certification standards – see Chapter 8 :

- Paraglider: EN 926-2 and 926-1 (##)
- Harness: EN 1651 with certified protection or LTF 91/09
- Rescue parachute: EN 12491 (all up weight MUST be within the rated weight range of the reserve) or LTF 91/09
- Helmet: EN 966 - Snowboarding EN 1077 class is accepted

## : By exemption CCC gliders (according to CIVL regulation) can be allowed.

No item may be exchanged during the competition (not even a battery). The only exception is if the equipment is damaged or stolen, in which case the MD must be informed immediately.

All competitors must have their equipment, including rescue systems and battery, checked and approved by the MD before the competition start.

Overloading of the paragliders and the rescue systems is not allowed (takeoff weight must be within the certified weight range of the paraglider used and rescue system).

GPS (See 3.4) - Each competitor is responsible for his / her GPS and batteries. GPS: The GPS trace format IGC UTM WGS84 format, must be provided to the organisers for evidence of the journey made by the competitor. The supplied GPS track must be at least: – 1 point every second in the air – 1 point every 200 m on the ground.

Each competitor must provide the appropriate cables for unloading their traces to the PC.

## ***4.2 Recommended Equipment***

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Survival kit (blanket, lamp)  
First aid box

A satellite beacon, such as an InReach or SPOT, is strongly recommended as a personal emergency SOS device.

## **5 SCORING**

### **5.1 Competition Validity**

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A competition task (either over several days, or any daily one) is valid when at least three competitors have completed the task.

A competition with several valid daily tasks is globally valid even if not the same 3 competitors completed each task.

For a 2<sup>nd</sup> Category Event with several categories, the validity rule to be defined applies independently for each category.

### **5.2 Scoring**

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LR defines the scoring approach of the competition either in time or in points.

The score of each competitor having started the competition is defined according to his performance to fulfil the defined course, and will give the ranking of each competitor at the end of the competition.

Competition results are collected to feed the WPRS.

### **5.3 Specific scoring**

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LR specify the competition scoring process according to timing or points, including possible penalties.

#### **5.3.1 Individual Scores - Junior competition ranking**

The junior competition ranking is generated by exclusively listing junior competitors, with the score they achieved in the overall competition ranking. (So filtering out from the overall).

Note: Junior rankings are calculated by aggregating the individual results of competitors of maximum 26 years of age. The age is determined by the calendar year in which the competitor has his birthday." A Junior ranking is defined if at least more than 6 junior are ranked in the competition.

#### **5.3.2 Team Scores KK**

In World and continental Championships, the nation's team score will be calculated as the aggregate score of the best three competitors including 2 genders in the nation's team.

If any nation has fewer than three competitors and not 2 genders represented, then the nation is not part of the Team scoring.

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

## **5.4 Scoring**

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### **5.4.1 Did Not Start (DNS)**

A competitor who is present at the launch site for the task but decides not to start shall score zero and shall be indicated as DNS on the score sheet (equivalent to DNF in flying competitions).

### **5.4.2 Absent (ABS)**

A competitor who withdraws due to illness or accident shall be marked as ABS (absent) for all subsequent tasks and will counted in ranking according to his / her performance when stopped the competition.

In a multi-task event, a competitor who withdraws due to an equipment problem may also be marked as ABS subject to approval by the MD ; any such competitor is to continue to be shown as ABS for subsequent tasks until the MD has approved repaired or replacement equipment.

### **5.4.3 Expulsed (EXP)**

A competitor expulsed from the competition will score 0, from the given task and following ones.

### **5.4.4 Disqualified (DSQ)**

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

## **5.5 Assisting Injured Competitor**

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A competitor who lands or limits his flight specifically to help an injured competitor must not be disadvantaged by this action. See above 3.3.3

# **6 PENALTIES**

## **6.1 Permitted Penalties**

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

Except where otherwise stated in this document or in the Local Regulations for the event, the penalties imposed by the Meet Director shall be at his discretion and may be one of the following:

- Warning
- Penalty, as additional time or points according to a defined scale, or not by decision of the MD
- Imposition of maximum score for the task

- Operational disadvantage, by decision of the MD
- Expulsion
- Disqualification

The Meet Director can impose penalties in form of a warning for dangerous flying and unsportsmanlike behaviour during the competition.

The MD reserves the right to give penalties according to the severity and intent behind any cheating. All competitors who are suspected of cheating may expect a penalty, if not serious, or for more serious offence – expulsion.

A penalty may also be given in the case that the organiser thinks the conduct of the competitor was dangerous for their safety (i.e. flying in strong winds or thunderstorms). This penalty may be applied during the competition or later after verification of the tracks.

## **6.2 Application of Penalties**

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The Meet Director shall be consistent in the application of penalties, but may increase these penalties for repetition of the same offence by one or more competitors.

## **6.3 Specific Penalties**

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- Dangerous or aggressive\* flying  
1<sup>st</sup> offence: warning.  
2<sup>nd</sup> offence: expulsion

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

- Abuse of officials or bringing the sport into disrepute, or unsportsmanlike behaviour  
1<sup>st</sup> offence: warning.  
2<sup>nd</sup> offence: expulsion.

# **7 COMPLAINTS AND PROTESTS**

At any time during the Event, Organizer reserves the right to expulse and remove any participant for any failure to observe these Terms or the Rulebook or where applicable any other kind of illegal or inappropriate behaviour, including but not limited to: his / her behaviour at the Event or any Event-related activities at any point is disruptive, may or does cause damage to person, property or the reputation of the Organizer; providing false information on the entry forms; for unsportsmanlike conduct; and for medical or safety reasons. In the event where a winning participant is disqualified or expelled, the award will be forfeited and/or may be donated or awarded to an alternate winner. No refund will be granted to any disqualified / expelled participant for any reason.

Complaints and Protest should be related to and follow the process described in S7 Common.

The Competition Organiser shall keep and archive relevant 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 EQUIPMENT AIRWORTHINESS AND SAFETY STANDARDS**

### **8.1 Paragliders**

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#### **8.1.1 Classification**

Only EN and LTF Certified paragliders are permitted to fly.  
By exemption CCC gliders (according to CIVL regulation) can be allowed.

#### **8.1.2 Airworthiness Standard – Flight Limitations**

Each glider shall be flown within the limitations of its certificate of airworthiness or permit to fly and its manufacturer's published limitations.

Aerobatic manoeuvres are prohibited.

#### **8.1.3 Proof of Airworthiness**

Upon registration, competitors may be required to sign the Certified Glider Certificate. See Guidelines and Templates.

#### **8.1.4 Certified Gliders**

A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day.

Modifications to a glider that take the glider outside of its certification are not permitted.  
Concessions to this rule are made to cover the case of essential repairs.

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications.

If permission is given by the Meet Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the competitor, it may be replaced by an identical or similar make and model.

#### **8.1.5 Airworthiness Check**

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

The organisers shall apply any other penalties listed in these rules and the Local Regulations for non-compliance with class or airworthiness standards. All competing competitors are to co-operate with the organisers and officials.

## **8.2 Other Equipment**

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### **8.2.1 Harnesses**

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

### **8.2.2 Helmets**

All competitors must wear a helmet, certified to either EN966 (HPG), EN1077-A and –B (Snow Sports), at all times while flying.

### **8.2.3 Reserve Parachute**

Competitors must carry a serviceable reserve (emergency or rescue) parachute.- EN 12491 (all up weight MUST be within the rated weight range of the reserve) or LTF 91/09

Competitor shall make sure that, with all equipment, being within the maximum certified weight of the reserve parachute.