

CIVL RECOGNISED 2ND CATEGORY EVENTS

12.1. General Rules

12.1.1. Conflict

The rules for Second Category events shall be based as far as appropriate on those for 1st Category events and must not conflict with them in principle. It is underlined that NACs are responsible for managing the sport in their own territories and have the local knowledge to do so. Therefore, NACs are best placed to make judgements on which rules are appropriate for their events. 2nd Category organizers should make their own decisions within this framework. 2nd Category events that are also test events for 1st Category events shall be based as far as possible on 1st Category event rules and sample Local Regulations except for the requirement for entry requirements and those for additional FAI officials. Organizers should be familiar with all aspects of Section 7. Test events are run to make sure that they are aware of the requirements applicable to a Category 1 championship and that they can cope with them.

12.1.2. Language

The rules, regulations and information circulated to NACs and competitors or issued during the event shall be in English and, at the discretion of the organizers, in the language of the host country. In all interpretations the English language version shall prevail.

12.1.3. FAI Authority

The Rules, Regulations, programme and all other official documents shall carry the statement of FAI authority and display the FAI logo.

12.1.4. Type of Event

Only competitions defined as International Sporting Events or Open National Championships (GS 3.1.3 & 4) and meeting the requirements below may be sanctioned as CIVL recognized 2nd category events. In order that international competitors will not be at a disadvantage compared with

host nation pilots no 2nd Category competition may be run as a series with more than one rest day between planned flying days.

Multiple competitions for the same FAI Class in the same location with overlapping dates will not be accepted as 2nd Category events, except where the multiple competitions are different sub-classes PG(Open, Serial, Sport) or HG (Class 1, Sport) and the total number of pilots competing in all the subclasses does not exceed 150 pilots.

12.1.5. Sporting License

In Second Category events, each competitor shall hold a valid FAI Sporting License. FAI Sporting Licenses must be registered online. Only online Sporting Licenses are valid. By signing the competition application form to obtain the Second Category Event status, the NAC agrees that it is their responsibility for making sure that all pilots have a valid Sporting License. It is each pilot's responsibility to make sure he has a valid Sporting License. At no point do CIVL control which pilots have valid Sporting License. An NAC has the power to forbid pilots without valid Sporting Licenses to take part in the competitions it has sanctioned.

12.1.6. World Pilot Ranking Scheme

Pilots participating in valid Category 2 events will earn WPRS points under the rules currently in force for that scheme.

12.2. Requirements

12.2.1. NAC Authority

Only events which have the approval of the NAC of the Competition Organizer may be sanctioned as Category 2. If the event is to be held in the territory of another NAC, then the Competition Organizer must also obtain authorization from that NAC. Written proof of this authorization must be submitted to FAI/CIVL with the application form.

12.2.2. Application for Sanctioning

As per the General Section of the Sporting Code, in order to be sanctioned as Second Category Event, all required documentation and payment must be received by the FAI Head Office at least 30 days before the start of the event. The competition organizer must provide to the CIVL Competition Coordinator the following documentation well before the 30-day deadline so it can be checked, eventually corrected and processed:

- the completed application form, along with
- the proof of payment of the sanction fee.

The sanction fee is paid directly to FAI (see 12.4), preferably at the same time that the application form and proof of payment are sent to the Competition Coordinator.

12.2.3. Reserve Dates

A Competition Organizer may specify a second set of dates, the reserve dates for the competition. These may be used if the Competition Organizer postpones the competition prior to the event taking place, or if it was not possible to start any tasks during the event (i.e. no pilots launched under competition conditions). The Reserve Dates will be displayed on the FAI event calendar in addition to the primary Competition Dates. This is subject to the following conditions: The Competition Organizer notifies the CIVL Competitions Coordinator as soon as the competition is postponed, and at the latest within 48hrs of the end date of the competition. (This is so the FAI calendar is updated to show that the Reserve Dates are now the actual Competition Dates) Any pilot who is unable to attend the reserve rates is entitled to a refund of a minimum of 80% of any entry fee paid. The refund policy shall be stated in the entry regulations for the event.

12.2.4. Re-scheduling

If an event is cancelled and all the pilots are given the opportunity to get their money back, it may be re-scheduled provided that the minimum 30days notice is given. The time period is measured from the start of the competition.

12.3. International Participation

In order to be recognized as a Category 2 event a minimum of 25% of the maximum available places must be set aside for pilots from nations other than that of the Competition Organizer e.g. if the maximum number is 100, 25 of these places will be set aside for international competitors. The registration deadline for foreign pilots shall be no sooner than 15 days before the start of the competition, after that date unused places can be filled at the discretion of the Competition Organizer.

12.3.1. Test Events

2nd Category events that are test events for 1st Category events may include specific events for foreign pilots e.g. national championships. In this case, the organizer must set aside a minimum of 50% of the maximum available places to other foreign pilots, plus 5 wild cards at the disposal of the Organizer (e.g. if the maximum number is 100, 50 places are truly open to foreign pilots, 5 places are wild cards at the disposal of the Organizer, 45 places are at the disposal of the Organizer for pilots of his nationality or for other National or Open championships). The registration deadline for foreign pilots shall be no sooner than 90 days before the start of the competition. After that date, unused places can be filled at the discretion of the Competition Organizer.

12.4. Sanction Fee

The sanction fee for any 2nd category event is the equivalent of 1.5 entry fees (the pilot participation fee, inclusive of such compulsory 'extras' such as lift-passes, etc., but exclusive of accommodation). The sanction fee is payable in euros and shall be a minimum of €50 to cover administrative costs. If an organizer of a 2nd Category event is found not to have checked each competitor's FAI Sporting License a warning letter will be sent by CIVL to the NAC for the first offence and for any subsequent offences a financial penalty will be imposed; this will be that the sanction fee will be doubled for the next sanction application from that country.

12.4.1. Payment of Fees

FAI CIVL bank account details: Crédit Suisse Private Banking Rue du Lion d'Or 5-7 Case postale 2468 CH- 1002 Lausanne Switzerland

Account name Fédération Aéronautique Internationale Account Number
(Euro): 0425-457968-32-6 IBAN Code: CH63 0483 5045 7968 3200 6
SWIFT/BIC Code: CRESCHZZ80A

12.5. Validation

12.5.1. Minimum Numbers -XC Competition

There are no requirements for a minimum number of competitors, but a minimum number can be stated in the local regulations.

12.5.1.2. Accuracy Competition

The minimum number of competitors required to validate a 2nd Category event shall be no less than 8 pilots.

12.5.2. Maximum Numbers

The maximum number of pilots must not exceed 150.

12.5.3. Tasks& Validation

All competitors shall be set the same tasks, from the same sites on the same days.

12.5.3.1. XC Competition

The minimum number of tasks required to validate a 2nd Category event is one scored task.

12.5.3.2. Accuracy Competition

The minimum number of rounds required to validate a 2nd Category event is one scored round.

12.5.3.3. Aerobatics Competition

The minimum number of runs required to validate a 2nd Category event is two scored runs.

12.6. Results

12.6.1. Deadline for Provision

Organizers of 2nd Category events must provide official results to the CIVL Competition Coordinator within 7 days of the end of the competition. If results have not been received by that date, CIVL will send a reminder to the organizer and the NAC concerned at the 7 day point. If no official results are received by the 14 day point, another reminder will be sent and any available unofficial results (obtained from a reliable source) will be added to the WPRS list. If the official results have still not been received by the 30 day point, the unofficial results will be deemed to be final and official.

12.6.2. Format of Results

All results should have the CIVL ID number for each pilot recorded. The following formats are acceptable for input to the WPRS:

- FSDB file from FS
- An Excel format (.xls or .csv) file with the results in the following order:
 - Name (First name followed by family name)
 - Nation (IOC abbreviated codes)
 - Total (score)
 - FAI_ license (number)
 - CIVL_Pilot_ID
- PDF files are not acceptable.

12.6.3. Task Dropping

Results of competitions which drop tasks will be uploaded using the full number of tasks flown to determine the Ta factor. If a competition organizer drops an entire task for all pilots this is effectively an invalid task and will not be counted towards Ta in the WPRS formula. 12.6.4.

Responsibility It is the NAC's responsibility to make sure that the results are correct and submitted on time.

Where a 2nd Category event is not organized by or on behalf of a NAC (e.g. Paragliding World Cup events), the hosting NAC is responsible for ensuring that the correct results are submitted on time by the Competition Organizers.

12.6.5. Finality of Results

All results and rankings published on the CIVL website will be deemed to be final after 3 months have elapsed since the last day of the competition.

12.7. Complaints, Protests and Appeals

12.7.1. Complaints and Protests

The method and timing limits for complaints and protests shall be stated in the Local Regulations and be in accordance with the FAI General Section. After receiving a complaint, the Meet Director must rule on it in the following 24 hours unless exceptional circumstances require more time.

12.7.2. Appeals

The rights of Appeal to the FAI. are defined in Chapter 9 of the General Section and any such appeals should be directed through the NAC of the pilot concerned, except where GS states otherwise.

12.8. Safety

It is recommended that Category 2 events comply with the safety requirements for Category 1 events as well as any additional ones needed for local conditions. If no separate Safety Director is appointed for a 2ndCategory event the Meet Director must give a safety briefing to all pilots prior to the commencement of flying.

13. THE WORLD PILOT RANKING SYSTEM

The WPRS is a system designed to rank all pilots who fly in competitions that are, or have been, FAI sanctioned around the world. A separate ranking is produced for each of the flying disciplines of hang gliding and paragliding. Each ranking is calculated only from the results of FAI sanctioned competitions. Results received by CIVL are deemed to be correct and all pilots will be ranked accordingly. The current WPRS formula gives each pilot ranking points. Nation rankings are calculated by aggregating the individual WPRS points of a specified number of pilots from each nation. Rankings are also currently produced by Continent. See: <http://civlrankings.fai.org/> under exceptional circumstances, CIVL reserves its right to allow WPRS ranking points from competitions that have not been FAI sanctioned.