



*Fédération  
Aéronautique  
Internationale*

---

# COMPETITION RULES

FOR

# CANOPY PILOTING

**2014 Edition**  
Effective 01 March 2014

*Maison du Sport International  
Av. de Rhodanie 54  
CH-1007 Lausanne  
(Switzerland)  
Tel. +41 (0)21 345 10 70  
Fax +41 (0)21 345 10 77  
Email: [sec@fai.org](mailto:sec@fai.org)  
Web: [www.fai.org](http://www.fai.org)*

## **FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE**

**Maison du Sport International, Av. de Rhodanie 54, CH-1007 Lausanne Switzerland**

---

### **Copyright 2014**

All rights reserved. Copyright in this document is owned by the Fédération Aéronautique Internationale (FAI). Any person acting on behalf of the FAI or one of its Members is hereby authorized to copy, print, and distribute this document, subject to the following conditions:

1. The document may be used for information only and may not be exploited for commercial purposes.
2. Any copy of this document or portion thereof must include this copyright notice.

Note that any product, process or technology described in the document may be the subject of other Intellectual Property rights reserved by the Fédération Aéronautique Internationale or other entities and is not licensed hereunder.

## RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code<sup>1</sup> are termed FAI International Sporting Events<sup>2</sup>. Under the FAI Statutes<sup>3</sup>, FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members<sup>4</sup> shall, within their national territories<sup>5</sup>, enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar<sup>6</sup>.

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software, that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event<sup>7</sup>.

Each FAI Air Sport Commission<sup>8</sup> may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events<sup>9</sup>) in the discipline<sup>10</sup>, for which it is responsible<sup>11</sup> or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers<sup>12</sup>.

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded, filmed and/or photographed for such use, without payment to the organiser.

---

1	FAI Statutes .....	Chapter 1 § 1.6
2	FAI Sporting Code, Gen Section .....	Chapter 3 § 3.1.3
3	FAI Statutes .....	Chapter 1 § 1.8.1
4	FAI Statutes .....	Chapter 2 §§ 2.1.1; 2.4.2; 2.5.2 and 2.7.2
5	FAI By-Laws .....	Chapter 1 § 1.2.1
6	FAI Statutes .....	Chapter 2 § 2.4.2.2.5
7	FAI By-Laws .....	Chapter 1 §§ 1.2.2 to 1.2.5
8	FAI Statutes .....	Chapter 5 §§ 5.1.1, 5.2, 5.2.3 and 5.2.3.3
9	FAI Sporting Code, Gen Section .....	Chapter 3 § 3
10	FAI Sporting Code, Gen Section .....	Chapter 1 §§ 1.2 and 1.4
11	FAI Statutes .....	Chapter 5 § 5.2.3.3.7
12	FAI Statutes .....	Chapter 6 § 6.1.2.1.3

## 1 FAI AUTHORITY

The competition will be conducted under the authority granted by the FAI, according to the regulations of the Sporting Code of the FAI, General Section, and Section 5 as approved by the IPC and validated by the FAI, and these rules. All participants accept these rules and the FAI regulations as binding by registering in the competition.

## 2 DEFINITIONS OF WORDS AND PHRASES USED IN THESE RULES

- 2.1 Course:** The designated path, which competitors must navigate, formed by Gates and sidelines in accordance with the details of Addenda A, B, C and D.
- 2.2 Gate:** Consists of two markers or electronic sensors separated laterally by a variable distance as specified in Addendum A.
- 2.2.1** The Entry Gate (G1) is the first Gate on the course.
- 2.2.2** The Exit Gate (G5) is the last Gate on the course.
- 2.2.3 Water Gates (G1, G2, G3, G4):** The Gates located on the water portion of the course.
- 2.3 Course Markers:** Objects that mark and indicate the boundaries of the course as indicated in Addendum A.
- 2.4 Scoring Gates:** A Gate is scored when any part of the competitor's body breaks the imaginary plane between the markers that make up the gate or the gate's electronic sensor beam.
- 2.4.1 Missed Entry (ME)** not scoring G1 for any reason
- 2.4.2 Missed Exit (MX)** not scoring G5 for any reason
- 2.5 Scoring Watergates:** Watergate Drag is to clearly show uninterrupted contact with the surface of the water with any part of the body, when passing through the imaginary line running across between the leading (front) edge of the marker of a Water Gate.
- 2.6 No Water Drag (NW):** NOT clearly showing a surface contact with the water with any part of the body
- 2.7 Body:** The human anatomical structure.
- 2.8 Vertical Extension (VE):** When a competitor passes between but above the Course Markers that make up a Gate, so that the Gate is not scored.
- 2.9 Marker Strike (MS):** In all events, when any part of the competitor's body or equipment contacts a course marker, sensor, transmitter or any fixed device and causes them to become non-functional or to need repair of any kind, as determined by the Chief Judge (CJ) or Event Judge (EJ)
- 2.10 Landing Zones:** In the Accuracy Event, Landing Zones (Z1 to Z9) are defined areas within the boundaries of the course with assigned point values as specified in Addendum D.
- 2.11 Closing the Course:** For any reason the CJ/EJ or the FAI-Controller decides to close the course, a floatable, orange smoke canister and/or suitable indicators will be placed at the beginning of the course or in another location, both of which must be mentioned during the pre-event competitors' briefing.
- 2.12 Course Technical Director:** A person proficient in course planning, appointed by the Organiser and accepted by the IPC Canopy Piloting Committee for that position. The Course Technical Director is responsible for the planning, setup and maintenance of the courses before and during the competition.
- 2.13 Safety Areas:** The areas outside the course as specified in Addendum A.

- 2.14 Landing:** A landing starts with the contact (excluding Dragging Water) of any part of the competitor's body with the earth's surface (including natural and man-made structures and/or materials) and ends with a complete stop.
- 2.14.1 A Water Landing occurs when the landing ends with a complete stop in the water.
- 2.14.2 **Stand-up Landing (UP):** A landing performed where no part of the body other than the feet comes in contact with the earth's surface.
- 2.15 Surface Contact:** The point at which any part of the competitor's body comes in contact with any part of the earth's surface including natural and/or man-made structures and materials.
- 2.16 Canopy Situations**
- 2.16.1 Kited (Kiting): The competitor keeps the parachute canopy (excluding the pilot chute) flying without any surface contact by the canopy.
- 2.16.2 **Canopy Down (CD):** A situation, in which a competitor's canopy (except the pilot chute) comes into contact with the surface of the earth.
- 2.17 Score:** An evaluation by the Judges of a competitor's achievement while navigating the course; e.g seconds in Speed, metres in Distance and points in Accuracy.
- 2.18 Result:** The point value of a Score, after applying the calculation procedure in §8 or the points resulting from DR or Minimum Result.
- 2.19 Default Result (DR):** The DR is 3 points in all events.
- 2.20 Minimum Result (MR):** Zero points.
- 2.21 Out-Flying (OF):** No part of the body remains within the course-sidelines and no Surface Contact occurs.
- 2.22 Off-Course Landing (OC):** No part of the body remains within the boundaries of the course and Surface Contact occurs.

### **3 THE EVENTS**

#### **3.1 Event Description and Objectives of Standard Format Events**

- 3.1.1 **Carved Speed:** To navigate a parachute through G1 and to continue within the boundaries of the carved course through G5 in as fast a time as possible.
- 3.1.2 **Drag-Distance:** To navigate a parachute through G1 and continue to a landing within the boundaries of the course, having met the Water-Drag requirements.
- 3.1.3 **Zone Accuracy:** To achieve a precision landing in the Landing Zones by navigating a parachute through gates G1 to G5, whilst dragging the water surface through as many of the water gates G1, G2, G3, G4 as possible.

### **4 GENERAL RULES**

#### **4.1 Wind Conditions and Indicators**

- 4.1.1 The maximum allowable wind speed in Canopy Piloting, measured by an anemometer, is 7 m/s in any direction on the competition course.
- 4.1.2 There must be an anemometric wind measuring system, located in accordance with SC5, §4.3.5, which shall be checked at 10-minute intervals. If the winds exceed 5 m/s, it shall be monitored constantly until the winds have remained below 5 m/s for at least 5 minutes.
- 4.1.3 A windsock, being capable of responding to winds of at least 2 m/s shall be positioned within 50 metres of the course, a wind direction indicator (streamer), being capable of responding to winds of less than 2 m/s and mounted on a pole within 20 metres of G1.

4.1.4 The CJ will decide the positions of the wind indicating devices, ensuring that both are fully visible for competitors approaching the course. This decision is not subject to protest.

#### **4.2 Exit Altitude**

The minimum exit altitude on one pass shall be:

4.2.1 1200 metres AGL with 1 or 2 competitors

4.2.2 1500 metres AGL with 3 or 4 competitors

4.2.3 1750 metres AGL with 5 or 6 competitors

#### **4.3 Equipment**

4.3.1 A hard-shell protective head cover must be worn by all competitors.

4.3.2 Protective equipment may be worn and is strongly recommended. This must be of the type that will not hinder the competitor's parachute equipment or compromise safety, as determined by the FAI Controller.

4.3.3 Weight requirements

4.3.3.1 The normal dressed weight of a competitor (DWIPE) includes the parachute equipment, but does not include additional weights. DWIPE is the basis to define the maximum amount of additional weight (AW) allowed in accordance with the list in Addendum E.

4.3.3.2 A deviation of one additional kilogram of bodyweight above the actual DWIPE is allowed.

4.3.3.3 All additional weight components must have a single-handed quick-release system, must not come loose by itself and must be acceptable to the FAI Controller.

#### **4.4 Official Practice Period (OPP)**

4.4.1 The period of 3 days before the official date of the start of the competition, which must be included in the Official Information Bulletins.

4.4.2 The organiser must provide the opportunity for practice jumps for the competitors on all event courses during the OPP and the scale for competitor's weight determination must be available.

#### **4.5 Jump Order and Exit Assignment**

4.5.1 The jump order for the first round shall be determined from the results of the most recent FCE (WPC/World Cup). Those participants will be grouped in reverse order of placing and will jump at the end of the round. Those, who did not compete in the most recent FCE, will be grouped by blind draw and shall jump at the beginning of the round. Number consolidation may take place if a previous competitor is not in attendance.

4.5.2 Within an exit pass, the exit order assignment will be determined by the competitors of this pass, supervised and recorded by a person designated by the CJ.

4.5.3 Any subsequent change in the order of exit must be notified to the EJ or CJ before the 15-minute-call prior to boarding to avoid receiving a MR.

4.5.4 The order of exit passes will be rotated by 20%, rounded down, with the start of a new round on a later day and may be rotated also between events, applying the same procedure, at the discretion of the CJ.

4.5.5 The Meet Director may make an updated reverse order of placing for the final round (last round) of the competition.

4.5.6 By mutual agreement of the Meet Director and the CJ, one event may be completed prior to the beginning of another. No event holds priority over any other event.

#### **4.6 Safety Violations**

- 4.6.1 After landing, competitors shall exit the course immediately. If a competitor does not comply with this rule the competitor and consequently creates a hazard for another competitor, a Yellow Card (YC) may be issued, unless the circumstances are beyond the competitors' control, as determined by the CJ or EJ.
- 4.6.2 The first safety violation by a competitor will result in a YC from the Chief Judge to that competitor. YCs will be issued in general for unsafe actions, lack of sufficient canopy control or erratic canopy handling.
- 4.6.3 Safety violations observed during the OPP may result in a warning given to the competitor by the CJ or FAI Controller in order to avoid further safety violations, which may result in a YC or Red Card (RC).
- 4.6.4 A second safety violation, resulting in a second YC, is the equivalent of the issuance of an RC.
- 4.6.5 A RC may be issued by the CJ or the FAI Controller without a prior YC for any action that presents immediate danger and safety hazard to the competitor or others on the ground. Examples of this include low approaches over the crowd or flying the canopy in an uncontrolled manner into any person or objects in or outside of the course.
- 4.6.6 The issuance of a RC will result in the disqualification of the competitor from further participation in the competition, including the deletion of any results achieved already during the competition. They will be marked as "disqualified" in the ranking list after all competitors with regular results.

#### **4.7 Safety Issues**

- 4.7.1 The CJ or the FAI-Controller may suspend a competition at any time, if wind- or weather-conditions are deemed to pose a safety hazard to the competitors, even if the conditions are within the limits of 4.1.
- 4.7.2 The aircraft pilot will signal the competitors when they are clear to exit. All the competitors will be briefed on the specific exit and spotting signals at the pre-event competitors' meeting.
- 4.7.3 The Meet-Director may relay to the competitors via the pilot, if an exit-order or an exit-altitude must be changed, for any reasons. The CJ/EJ must be notified of this change.
- 4.7.4 Competitors must enter the course in order of exit and the exit delay between competitors must be such as to ensure safe separation and time to allow for any judging and course maintenance. However, if it is not possible to enter the course in order of exit due to circumstances beyond the control of the competitor, and provided there is no conflict with other competitors, the competitor may enter the course and receive the assessed score as determined by the EJ or CJ. Otherwise, §4.5.3 will be applied.
- 4.7.5 During all events, a person, equipped with an audible warning device of sufficient decibel levels shall be appointed to a position to make competition personnel aware of approaching competitors by
- 4.7.5.1 Three (3) short signals indicating the exit of competitors out of the aircraft
- 4.7.5.2 One (1) long signal, when the competitor initiates the turn into the final approach. At this time, competition personnel must clear the course and take positions alongside the course.

#### **4.8 Equipment Control Problem**

- 4.8.1 A control problem is a condition of the parachute that makes it impossible to attempt a safe approach to the course.
- 4.8.2 A competitor experiencing a control problem or malfunction requiring the use of the reserve canopy must make no attempt to navigate the course and must utilize an alternate landing area, if safely possible.
- 4.8.3 A competitor experiencing a malfunction of the main parachute canopy that creates a control problem without requiring a canopy release shall make no attempt to land on the course.

4.8.4 A qualified person, appointed by the CJ, shall make an inspection of the equipment immediately after the competitor has landed to confirm that the competitor did suffer a malfunction that was not created by the competitor himself (i.e. packing error). The competitor will not disturb the canopy condition prior to inspection.

#### **4.9 Re-Jumps**

4.9.1 **Related to Equipment Problems:** For equipment related factors a competitor will be granted only one re-jump during the competition, otherwise the actual score of the affected jump will be applied.

4.9.2 **Related to Weather Conditions:** If the winds exceeds the maximum limit at any time in the period after the competitor initiates the turn to final approach and ends with the landing of the competitor the following applies:

4.9.2.1 In Distance and in Speed no score will be awarded and the competitor shall make a re-jump for this round.

4.9.2.2 In Zone Accuracy the competitor may accept the achieved score within 10 seconds after having received this information, otherwise a re-jump for this round shall be made.

4.9.2.3 If there is a sudden change in the wind direction of more than 90 degrees within 2 seconds at a wind speed of more than 5 m/s—automatically recorded by an electronic device—a competitor landing within 30 seconds after the wind change must be offered a re-jump by the EJ or CJ. The competitor's decision for the re-jump must be made within 10 seconds of being advised of this option; otherwise the score is considered to be accepted and is valid.

4.9.2.4 If the competitor experiences adverse weather conditions, as determined by the CJ or EJ, the competitor may be offered a re-jump.

#### **4.9.3 Related to Outside Interference**

4.9.3.1 A competitor who suffers interference from other competitors, jumpers, temporary objects, either on the ground or in the air, may be offered a re-jump by a decision of the CJ or EJ.

4.9.3.2 Any other competitor suffering interference as a result of a competitor not clearing the course may be offered a re-jump, at the sole discretion of the CJ or EJ.

4.9.3.3 If two or more competitors approach and/or enter the course close together and in the process create interference between each other, a re-jump may be offered to one, both or neither competitors, at the sole discretion of the CJ or EJ.

#### **4.9.4 Related to Technical Factors**

4.9.4.1 Malfunctions of the electronic timing and scoring system in the Speed Event, preventing a score will result in a re-jump for those competitors affected.

4.9.4.2 If a course marker has been rendered non-functional and cannot be repaired before the next competitor navigates the course, the next competitor(s) will be awarded a re-jump only if the damaged course marker adversely affects the scoring process for a competitor as determined by the CJ or EJ.

4.9.4.3 If the course is closed, the competitors are not allowed to navigate the course.

4.9.4.4 If it is not safe to stay outside of the course and/or an alternative landing area is not available, the competitor may make a normal non-aggressive landing on the course.

4.9.4.5 A competitor complying with the above will be granted a rejump as decided by the EJ or CJ, otherwise the MR for that round will be applied.

**4.10 Re-Jump Procedures:** Each competitor, who is granted a re-jump must receive a Re-Jump Form from the EJ or CJ to be handed in to the Meet Director or competition manifest. The competitor must make the re-jump at the earliest opportunity and must inform the CJ, before the 15-minute-call prior to boarding the aircraft, on which load and in which exit order the re-jump will be performed, otherwise §4.5.3 will be applied.

<b>5</b>	<b>SCORING</b>
----------	----------------

**5.1 Scoring in All Events**

- 5.1.1 Scoring G1 will yield at least a DR, no matter of any other achievement in this round. This includes potential scores of zero (0) points or negative scores for any given reason, CD, MS, MX, OC, OF, VE, except of a disqualification.
- 5.1.2 ME results in a MR for the round, no matter where the competitor lands.
- 5.1.3 In all events sidelines are part of the course. Contact on a sideline is considered to be INSIDE the boundaries of the course.
- 5.1.4 Failure to wear protective helmet while navigating the competition course will yield a MR for that round.
- 5.1.5 Failure to notify of a change in the jump order and creating interference, will yield a MR for that round, as determined by the CJ or EJ (see §4.5.3).
- 5.1.6 Any competitor found to carry in excess of the AW allowed, will receive a MR for that round, when this is detected at a check performed at random by a person designated by the FAI Controller either before or after the jump.

**5.2 Scoring in Specific Events****5.2.1 Carved Speed**

- 5.2.1.1 The competitor must break the sensor beam(s) with part(s) of the body at G1 to start and at G5 to stop the timing and at least some part of the competitor's body must remain within the boundaries of the course from G1 through G5. MX and OF applies, as well as VE at all gates G1 through G5.
- 5.2.1.2 Surface contact is permitted as long as no CD occurs before scoring G5.
- 5.2.1.3 A competitor's score for a round is recorded as the time taken to navigate the course, measured to the thousandth of a second.

**5.2.2 Drag-Distance and Zone Accuracy**

- 5.2.2.1 MX and OC apply.
- 5.2.2.2 OF is allowed as long as G1 and G 5 have been scored. Surface contact outside of the course without contact to the course is considered an OC.
- 5.2.2.3 The landing in both events must start and come to a complete stop within the boundaries of the course and at least one part of the competitor's body during the landing must remain within the course-boundaries, which includes the sidelines.

**5.2.3 Drag-Distance**

- 5.2.4 To initiate a score Water Drag must be performed at any point before the Entry Gate or by Water Gate Drag of G1, otherwise a DR will apply when having scored G1 and NW is indicated.
- 5.2.5 Water Drag in the gate-area of the course is not considered to be a water landing.
- 5.2.6 A competitor's score for a landing in the water between G1 and G5 will be when the landing stops in the area
- G1 and G2..... 10 metres
  - G2 and G3..... 20 metres
  - G3 and G4..... 30 metres
  - G4 and G5..... 40 metres, or when having surface contact in the land-portion of this area.
  - at G5..... 50 metres
  - >50 metres, the distance to the point on the ground that has been touched during landing after G5, which is closest to G1, measured in metres to the second decimal place.

**5.2.7 Zone Accuracy**

- 5.2.8 A competitor must earn Water Gate Drag points for at least one Water Gate to be awarded landing zone points.
- 5.2.8.1 Points are awarded for each Water Gate Drag of a gate.
- 5.2.8.2 Point values for Water Gates as in Addendum F.
- 5.2.9 A competitor must earn landing zone points for at least one landing zone to be awarded Water Gate Drag points. Landing in water after scoring G1 will yield a DR.
- 5.2.9.1 Landing Zone point value as in Addendum F.
- 5.2.10 Landing zones' score: The competitor is awarded with the score of the positive zone with the lowest point value and the score of the negative zone with the highest negative value, which was touched during landing.
- 5.2.11 A competitor's score for a round in Zone Accuracy is the sum of Water Gate points, landing zone score less 10 points deducted for failure to perform UP.
- 5.2.12 If this procedure results in a score < 3 points and G1 has been scored a DR will apply.
- 5.2.13 MS, MX, OC applies.

**6 JUDGING****6.1 Judges' Conference**

- 6.1.1 The Chief Judge will organize a Judges' conference prior to the start of the competition. All Judges shall attend the conference.
- 6.1.2 All members of the Panel of Judges must be FAI Canopy Piloting Judges.
- 6.1.3 Judges in Training may be used in addition to the Panel of Judges provided they are under the direct supervision of the CJ or CJ of Training and have attended the Judge's Conference.
- 6.1.4 Each performance shall be judged by at least 3 members of the Panel of Judges.
- 6.1.5 At the discretion of the CJ practice jumps will be judged. The time period during which the relevant events will be judged during the OPP will be announced by the CJ.
- 6.1.6 Judges will be strategically positioned at the course according to the needs of the specific event and to the technical equipment in use for the specific event as determined by the CJ or EJ.
- 6.1.7 In all events scores are indicated with the respective signals or methods applied by the assigned judges in all events as determined by the CJ.
- 6.1.7.1 Failure to score the gates is indicated by the assigned judge with the respective signal.
- 6.1.7.2 Scores for the landing in Zone Accuracy incl. UP and in Drag-Distance are indicated and noted on independent score sheets by 2 different scorers and are transmitted to the scoring processor by means determined by the CJ.
- 6.1.7.3 The Judges must record any rule violation of a competitor i.e. OF, OC, exit order mix-up, interference etc., as well as the need for a VR, if in favor of the competitor.
- 6.1.7.4 All Judges shall watch for unsafe canopy flight by competitors. If a Judge witnesses what they feel was an unsafe act they shall inform the Chief Judge, so a YC or RC may be issued, if so decided.

**7 USE OF VIDEO CAMERAS**

- 7.1 In each event there shall be a video-camera (system) at the Entry Gate G1 and the exit Gate G5, set at the same height as the gate markers/sensors. Cameras at G1 and G5 must be capable of reduced speed playback. At G1 the camera must be able to record numbers and names.

- 7.2** A minimum of one additional video-camera shall be used as an assisting tool for judging and/or course surveillance as determined by the CJ/EJ:
- 7.2.1 in **Carved Speed** positioned at the discretion the CJ/EJ
  - 7.2.2 in **Zone Accuracy** positioned near Landing Zone 8 directed to the Landing Zones
- 7.3** A video-camera-system or electronic system may be used as a replacement for conditions in §7.2 for technically assisted judging as determined by the CJ/EJ in any event.
- 7.3.1 **In Zone Accuracy** any video-assisted Water Gate-system, used on one or more Water Gate(s) or the landing zones at the discretion of the CJ/EJ.
  - 7.3.2 **In Distance** any video-assisted or any other electronic measuring system, at the discretion of the CJ/EJ may be used. The measurement is made by marking the landing point with a stake in the course.
  - 7.3.3 If the CJ decides that the video-set-up at the course allows for video judging of all or parts of the course, the minimum evaluation principles (§6.1.4) apply for video judging.
- 7.4** **Video Review**
- At the request of a member of the judging panel and if the VR has been recorded on the judge's score sheet, the Chief Judge or Event Judge shall order a review of the jump in question at the earliest opportunity.
- 7.4.1 The Video Review request will be noted on a Video Review Form, which must be handed to the Chief Judge, to initiate the VR procedure.
  - 7.4.2 The VR panel of three persons is composed of the CJ and/or EJ, if possible the panel member that requested the review, and/or one other judge.
  - 7.4.3 A VR cycle is comprised of a maximum of three viewings of part(s) of the jump in question and reduced speed playback may be used after the first viewing.
  - 7.4.4 At any time during the review process and without discussion, the judges may render their decision using the following procedure:
    - 7.4.4.1 confirmation of the assessment on the judge's original score sheet
    - 7.4.4.2 Determination of the method of the voting process by the CJ/EJ. Any decision must be rendered clearly by YES or NO only, i.e. by thumbs-up-thumbs down on command or by indication of a "Y" or a "N" on paper etc., without any application of in-between decision possibilities or other options than YES or NO.
    - 7.4.4.3 Only with a unanimous decision of the VRP can the initial assessment on the score sheets be changed.
    - 7.4.4.4 A majority decision of a VRP leaves the initial assessment unchanged, except in the situation, in which initially there has been NO assessment made for any reason on the score- sheet. Then, the majority vote will be used as the decision.
  - 7.4.5 The CJ will take appropriate use of the decision of the VRP, will document the result on the Video Review Form and adjust the competitor's score on the score and result list, if applicable.
  - 7.4.6 The scores will not be final until the data and/or recording media are reviewed, if necessary. The Chief Judge shall be responsible for determining a competitor's final result and place.

## **8 CALCULATION OF POINTS**

The calculation to turn measured scores of each round into points is as follows:

- 8.1 The competitors are ranked in each round of each event in order of the actual score collated for this round (Distance and Accuracy, highest score first, Speed, lowest score first).
- 8.2 In Distance and Accuracy the score of the top ranked competitor in each round is set to 100%, expressed as 100 points. The remaining competitors' scores of the round are calculated as a percentage of the top ranked competitor's result – expressed in points, calculated to the third decimal place with no rounding applied.
- 8.3 In Speed each recorded time-score is raised to the power of 1.667, calculated and displayed to the third decimal with no rounding applied. The ensuing time-score of the top ranked competitor in each round is set to 100%, expressed as 100 points. The remaining competitors' scores for the round are calculated as the inverse percentage of the top ranked competitor's result - expressed in points and calculated to the third decimal place with no rounding applied.

## **9 WINNERS, CHAMPIONS, AWARDS**

### **9.1 Determination of Winners/Champions:**

In each event, Carved Speed, Drag Distance or Zone Accuracy, the winner of an event is the competitor with the highest total number of points after the completed rounds in each event. The maximum number is 300 points for an event.

- 9.2 **The Combined Champion:** The competitor with the highest total number of points from all valid events. The maximum number is 900 points.

### **9.3 Tie-Breaks**

- 9.3.1 In a specific event, if two or more competitors have the same cumulative total number of points in the first 3 places of an event the higher placing in the completed rounds in the event will have the higher standing (i.e. two first-place ranks and a third-place rank beat one first-place rank and two second-place ranks).
- 9.3.2 For the Combined Champion, the competitors having the same cumulative total number of points the higher placing in the completed rounds will have the higher standings as described in 9.
- 9.3.3 If there is still a tie, the single best distance score in a completed round, will have the higher standing.

### **9.4 Medals will be given for the following:**

- 9.4.1 **Carved Speed Champion:** 1st Place, 2nd Place, 3rd Place
- 9.4.2 **Drag-Distance Champion:** 1st Place, 2nd Place, 3rd Place
- 9.4.3 **Zone Accuracy Champion:** 1st Place, 2nd Place, 3rd Place
- 9.4.4 **Combined Champion:** 1st Place, 2nd Place, 3rd Place

**10 RULES SPECIFIC TO THE COMPETITION****10.1 Aims of the Competition**

- 10.1.1 To determine the Champions of Canopy Piloting
- 10.1.2 To promote safety and develop canopy piloting training and competition
- 10.1.3 To exchange ideas and strengthen friendly relations between sport parachutists, judges and support personnel of all nations.
- 10.1.4 To allow participants to share and exchange experience, knowledge, and information.
- 10.1.5 To improve judging methods and practices

**10.2 Composition of Delegations**

Each delegation may be comprised of:

- 10.2.1 One Head of Delegation
- 10.2.2 One Team Manager
- 10.2.3 A maximum of 8 Competitors for a World Parachuting Competition
- 10.2.4 A maximum of 12 Competitors for a World Cup or a Continental Regional Championship
- 10.2.5 Team Coaches - see SC5 4.4.2

**10.3 Program of Events**

- 10.3.1 The competition shall be comprised of three rounds in each of the events Speed, Distance and Accuracy.
  - 10.3.2 The host must specify in the bid the type of the events and in case of Carved Speed, the direction of the carve, left or right.
- 10.4** The minimum number of rounds required for a valid event is one round. A valid competition requires one valid event.

## **ADDENDUM A**

### **GENERAL CP-COURSE SPECIFICATIONS**

---

- A.1** All courses must begin over a body of water.
- A.2** All courses must be 10 metres wide over the total length of the course.
- A.3** The body of water must be a minimum of 15 metres wide and at least 65 metres long.
- A.4** The body of water must provide a minimum safety area of 20 metres before G1.
  - A.4.1 The body of water must provide a minimum depth of 0.60 metres over the minimum width from the beginning of the pond to G2.
  - A.4.2 The minimum requirements for the depth of the pond beginning at G2 and sloping gradually up to the end of the pond is permitted, as long as a minimum depth is provided of:
    - A.4.2.1 0.50 metres at G3 to
    - A.4.2.2 0.40 metres at G4
  - A.4.3 For safety reasons, the water level must be kept high enough to provide a smooth transition from the water level to the ground surface of the zones (as a rule of thumb a difference of approx. two-finger-width or less).
  - A.4.4 If the water is deeper than 1.5 metres suitably equipped rescue personnel is required.
- A.5** All courses must have a safety zone of 5 metres along both sides and at the end of the course between the course sidelines and the spectator areas, indicated by marking devices, which shall not be higher than 5 metres.
- A.6** Gate-area and target-area
  - A.6.1 The gate area is the part of the course between G1 and G5.
    - A.6.1.1 The distance between G1 and G5 on a straight course is 50 metres.
    - A.6.1.2 The distance between G1 and G5 on a carved course is 70 metres.
  - A.6.2 Course markers for G1 and G5 must be approx. 1.5 metres in height above the surface and have a minimum of 0.20 metres in diameter.
  - A.6.3 Course markers G2 through G4, if not specified otherwise, may be marker buoys with a minimum diameter of 0.20 metres.
  - A.6.4 The target-area is the part of the course after G5, which must be indicated by sidelines made of line-material or markings clearly visible from above.
- A.7** Video-cameras
  - A.7.1 In all events the video system used at G1 and G5 must be capable of reduced speed playback. At G1 it must be able to record numbers and names.
- A.8** All courses and video systems must be acceptable to the CJ.

**ADDENDUM B****CARVED SPEED COURSE SPECIFICATIONS**

---

- B.1** The course between G1 and G5 shall be 70 metres long measured along the centreline of the course.
- B.2** The course shall have an angle of 75° and a radius of 53.48 metres.
- B.3** Electronic Sensors must be set up to give a course length of 70 metres, measured along the centreline.
- B.4** At G1 and G5 a double sensor system shall be installed.
- B.4.1** The electronic sensors shall be placed inside (after) G1 and outside (after) G5, maintaining B1-requirements between the sensors.
- B.4.2** Sensors on G1 and G5 must be at a height of approximately, but not lower than 1.5 m and at approximately 0.6 metres.
- B.5** There shall be 5 pairs of course markers incl. G1 and G5 evenly spaced over the length of the course.
- B.5.1** The course markers on the inside of the course shall be of a contrasting and darker colour than on the outside carve, visible from above.
- B.5.2** The course markers of G1 and the inside carve course markers in the water portion of the course, should be of the inflatable type, providing an approx. clearance between the markers of 10 metres.
- B.5.3** A minimum of 10 metres at the end of the course must be out of the water.
- B.6** The direction of carve must be specified in the accepted bid for the event and must be published in the Official Information Bulletins.

**ADDENDUM C****DRAG-DISTANCE COURSE SPECIFICATIONS**

---

- C.1** Beginning at G5, a metric measurement tape of a minimum length of 100 metres, showing increments of 1 cm must run down at one side of the course, being flat on the surface, and if applicable on top of the course marking device.
- C.1.1 At G5, the 50-metre line shall be visibly marked (i.e. spray paint etc.)
- C.1.2 The current WR shall be visibly marked (i.e. spray paint, side-marker etc.)
- C.2** Attachment devices shall be placed in such a way, that no obstacle or hazard is created for anyone at the course.
- C.3** All devices and the positioning of them must be acceptable to the CJ and FAI-Controller.
- C.4** Course length
- C.4.1 Venues located up to approx. 1000 metres MSL require a minimum course length of 200 metres.
- C.4.2 Venues higher than 1000 metres MSL require a minimum course length of 250 metres

**ADDENDUM D****ZONE-ACCURACY COURSE SPECIFICATIONS**

---

- D.1** The course consists of two rows of markers, that form a series of 5 gates, G1 through G5.
- D.2** The body of water will cover 44 (+/- 1m) metres from entry gate G1 to the waterline.
- D.3** Water gates are G1 through G4 with a distance between each gate of approx. 12 m,
- D.4** The distance from water gate G4 to the waterline shall be 8 metres +/- 1 metre.
- D.5** Landing zones: The shape and dimensions of the landing zones must be as depicted in Addendum F.
- D.6** Demarcation-lines mark the areas separating each zone. As the sidelines, they must be made of material to minimize injury, to be quickly repaired, to be wide enough so to be clearly visible from above and must be acceptable to the Course Technical Director and Chief Judge.
- D.7** Centre Zone demarcation lines must be of a contrasting colour, other than red, to the other zone demarcation lines.
- D.8** Zone 7 must have indicators outside of the zone, to indicate its location (i.e. flags etc.).
- D.9** Zone Lines
- D.9.1 The line between the water and & zone 1 is defined as part of zone 1.
- D.9.2 The line between zone 1 & 2 is defined as part of zone 2.
- D.9.3 The line between zone 2 & 3 is defined as part of zone 3.
- D.9.4 The line between zone 3 & 4 is defined as part of zone 4.
- D.9.5 The line between zone 4 & 5 is defined as part of zone 5.
- D.9.6 The line between zone 5 & 6 is defined as part of zone 6.
- D.9.7 The line of zone 6 and centre zone is defined as part of the centre zone.
- D.9.8 The zone demarcation lines of the centre zone are defined as part of the centre zone.
- D.9.9 The lines between zones 7 & centre zone & 8 are defined as part of zone 7 & centre zone.
- D.9.10 The line between zone 8 & 9 is defined as part of zone 8.
- D.9.11 The line ending zone 9 is defined as part of zone 9.
- D.10** The zones must be filled & covered with a material designed to minimize injury and must be acceptable to the Course Technical Director.

**ADDENDUM E****LIST FOR DRESSED WEIGHT (DWIPE) AND ADDITIONAL INDIVIDUAL WEIGHT (AIW)**

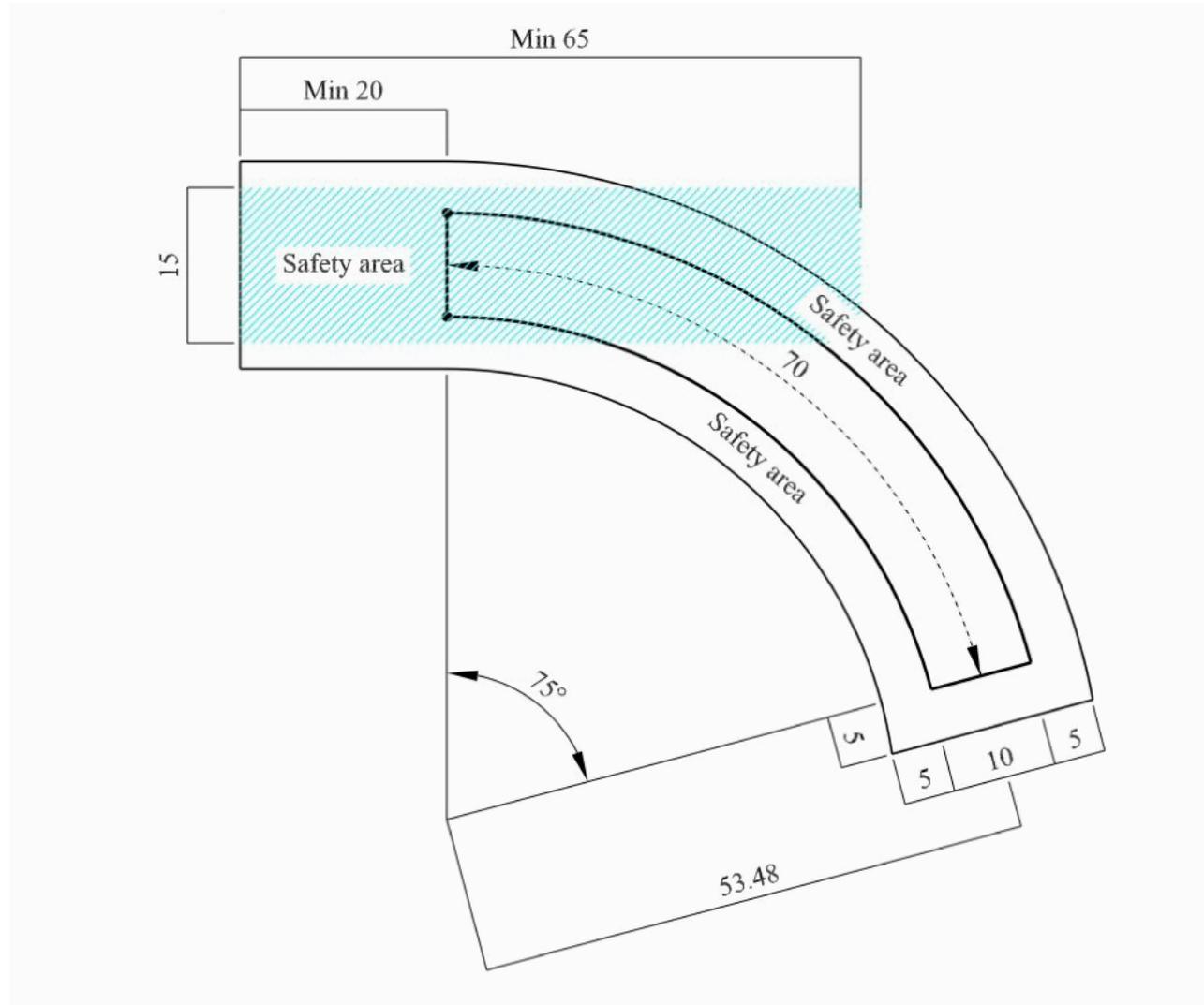
*Note: If a competitor's weight with equipment is lower than 77.2 kg, the maximum extra weight will apply.*

<b>DWIPE (kg)</b>	<b>AIW (kg)</b>	<b>Total Weight (kg)</b>	<b>DWIPE (kg)</b>	<b>AIW (kg)</b>	<b>Total Weight (kg)</b>
<77.2	15.90	93.10	<89.0	7.60	96.60
<77.6	15.60	93.20	<89.5	7.30	96.80
<78.1	15.30	93.40	<89.9	7.00	96.90
<78.5	15.00	93.50	<90.4	6.70	97.10
<79.0	14.60	93.60	<90.8	6.40	97.20
<79.5	14.30	93.80	<91.3	6.00	97.30
<79.9	14.00	93.90	<91.7	5.70	97.50
<80.4	13.70	94.10	<92.2	5.40	97.60
<80.8	13.40	94.20	<92.6	5.10	97.70
<81.3	13.00	94.30	<93.1	4.80	97.90
<81.7	12.70	94.50	<93.6	4.50	98.00
<82.2	12.40	94.60	<94.0	4.10	98.10
<82.6	12.10	94.70	<94.5	3.80	98.30
<83.1	11.80	94.90	<94.9	3.50	98.40
<83.5	11.50	95.00	<95.4	3.20	98.60
<84.0	11.10	95.10	<95.8	2.90	98.70
<84.5	10.80	95.30	<96.3	2.50	98.80
<84.9	10.50	95.40	<96.7	2.20	99.00
<85.4	10.20	95.60	<97.2	1.90	99.10
<85.8	9.90	95.70	<97.6	1.60	99.20
<86.3	9.50	95.80	<98.1	1.30	99.40
<86.7	9.20	96.00	<98.6	1.00	99.50
<87.2	8.90	96.10	<99.0	0.60	99.60
<87.6	8.60	96.20	<99.5	0.30	99.80
<88.1	8.30	96.40	≤ 99.9	0.00	99.90
<88.6	8.00	96.50	100+	0.00	

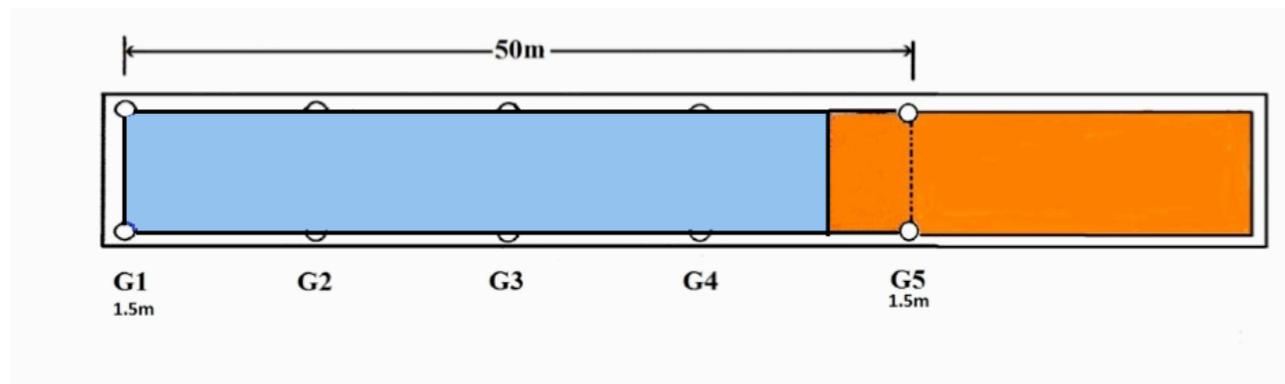
**ADDENDUM F**  
**EXAMPLES OF COURSE LAYOUTS**

**F.1 Speed Courses**

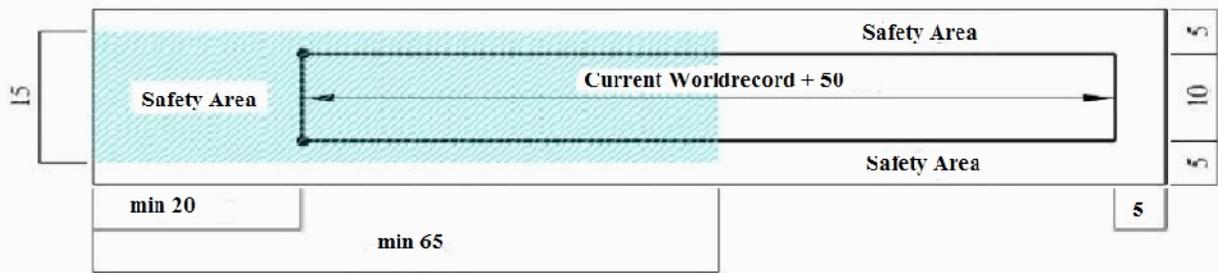
**F.1.1 Carving Speed Course (Carving Speed 70 metres)**



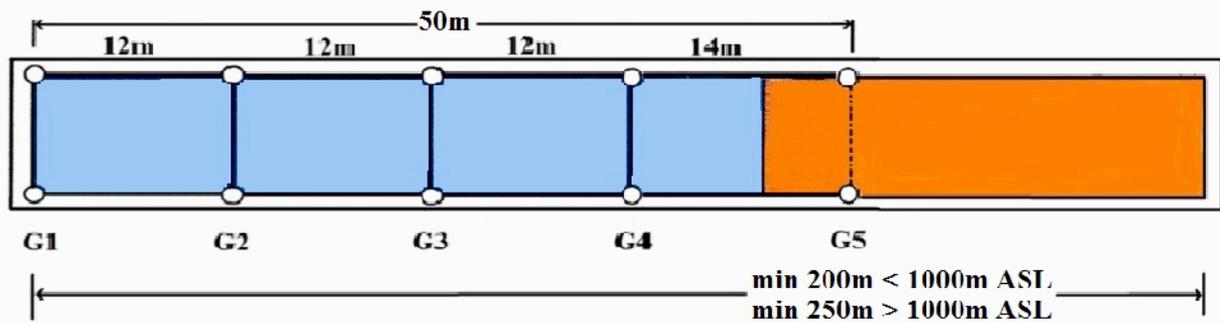
**F.1.2 Straight Speed Course (Drag Speed 50 metres and Full Speed 50 metres)**



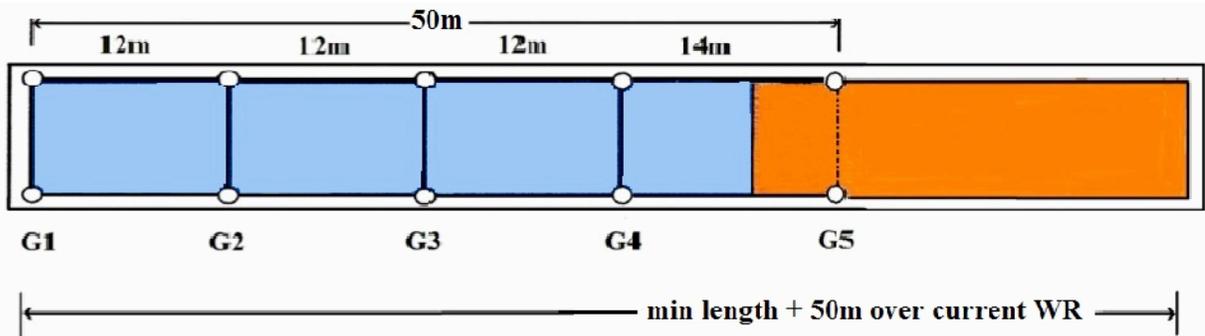
F.2 Distance Courses



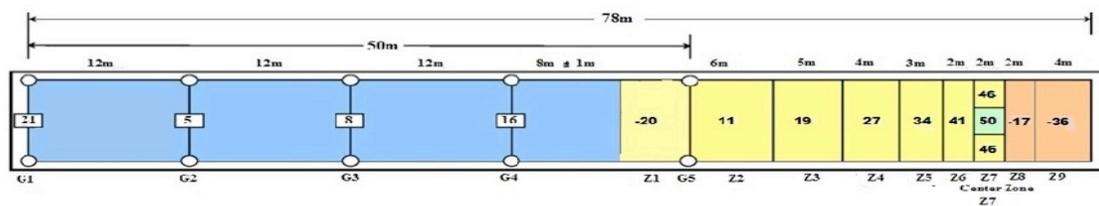
F.2.1 Drag Distance



F.2.2 Long Distance



F.3 Accuracy Course



# ADDENDUM G

## RECOMMENDED STANDARD JUDGING SIGNALS

### ALL EVENTS



Vertical Extension G1 or G5  
Missed Entry/Missed Exit



Off Course



Video Review



Marker Strike

### SPEED EVENT



Canopy Touch Down

### WATER-DRAG EVENTS



No Water Dragged

### ACCURACY EVENT



Stand-Up Landing



Fall-Down Landing



No Water Gate Score

KNUSI&EXI DESIGNS

**ADDENDUM H**  
**WEIGHT LIST**

---

REMOVED

**ADDENDUM J**  
**CANOPY PILOTING VIDEO-REVIEW FORM**

<p style="text-align: center;"><b>VIDEO REVIEW REQUEST</b></p> <p>Competitor Name: _____</p> <p>Competitor #: _____</p> <p>Round #: _____</p> <p>CP Event: Speed <input type="checkbox"/> Distance <input type="checkbox"/> Accuracy <input type="checkbox"/></p>	<p style="text-align: center;"><b>ORIGINAL ASSESSMENT</b></p>
	<p>Examples: G3 NW; Z5 DN; VE G5</p>

<p style="text-align: center;"><b>VIDEO REVIEW PANEL</b></p> <p>Requesting Judge: _____</p> <p>CJ or EJ: _____</p> <p>Additional Judge: _____</p>	<p style="text-align: center;"><b>DECISION SYSTEM</b> Determined by CJ/EJ</p> <p>Thumbs Up/Down <input type="checkbox"/></p> <p>Paper <input type="checkbox"/></p> <p>Other <input type="checkbox"/></p>
---	--

<p style="text-align: center;"><b>FINAL DECISION</b></p> <p>Majority Vote (2:1) <input type="checkbox"/> <b>No Change</b> to Initial Assessment</p> <p>Unanimous (3:1) <input type="checkbox"/> <b>No Change</b> to Initial Assessment</p> <p>Unanimous (3:1) <input type="checkbox"/> <b>Change</b> to Initial Assessment</p>	<p style="text-align: center;">Original Assessment Exists</p>
--	---

<p style="text-align: center;"><b>FINAL DECISION</b></p> <p>Majority Vote (2:1) <input type="checkbox"/> Final Assessment: _____</p> <p>Unanimous (3:1) <input type="checkbox"/> Final Assessment: _____</p> <p><i>Note: A majority decision of a VR leaves the initial assessment unchanged, except in the situation in which initially no assessment has been made for any reason on the scoresheet. Then, the majority vote will make the decision.</i></p>	<p style="text-align: center;">No Original Assessment Exists</p>
--	--

<p style="text-align: center;"><b>CERTIFICATION</b></p> <p>Chief Judge: _____</p> <p>Date: _____</p>	<p style="text-align: center;"><b>FINAL ACTION</b></p> <p style="text-align: center;">CJ Initials</p> <p>In accordance with the decision of the VRP, the CJ has documented the action on the score sheet and on the score list for the round.</p>
--	---

## ADDENDUM K

### CANOPY PILOTING RE-JUMP FORM

---

Re-Jump Authorization	Load Information
Competitor Name: _____	1 <sup>st</sup> Call Time: _____
Start #: _____	Boarding Time: _____
Round #: _____	Aircraft: _____
CJ/EJ Signature: _____	

Re-Jump Authorization	Load Information
Competitor Name: _____	1 <sup>st</sup> Call Time: _____
Start #: _____	Boarding Time: _____
Round #: _____	Aircraft: _____
CJ/EJ Signature: _____	

Re-Jump Authorization	Load Information
Competitor Name: _____	1 <sup>st</sup> Call Time: _____
Start #: _____	Boarding Time: _____
Round #: _____	Aircraft: _____
CJ/EJ Signature: _____	

**ADDITION 2015****NOTE: NOT IN EFFECT IN 2014****To the Canopy Piloting Competition Rules:**

The following Optional Canopy Piloting Events, if chosen, must be included in the bid for an FCE:

1. as a replacement of one or more rounds in any of the Standard Format events as described in 3.1 while maintaining the events as events in Speed, Distance and Accuracy under consideration of the specifications of the location and size of the venue (i.e. ASL and course length requirements)
2. as an addition to the Standard Format events as in 3.1, i.e. a combination of event or rounds of events as described in 3.1 or in CP-Freestyle

**AI-1 LONG DISTANCE**

The event is composed of the original distance rules up to 2011, which have been adapted in parts to the existing rules.

**AI-1.1** Prerequisites for Long Distance differing from former rules and from Performance Record rules of 2012:

- 1.1.2 The course must provide a minimum length of the current WR + approx. 50 metres.
- 1.1.3 The distance is measured from 50 metres onwards up to two decimals of the point being touched during landing, which is closest to G1.
- 1.1.4 Landing in water will result in a default score of 25 metres.
- 1.1.5 The competitor must navigate the course staying within the boundaries of the course for the entire length of the distance jump after G1 with at least one part of the body.
- 1.1.6 Touching water before or after having scored G1 is not considered landing in water.
- 1.1.7 Having scored G1 without any further performance achievement will lead to a DR.

**AI-1.2** Long Distance rules differing from current Drag Distance rules.

- 1.2.1 In addition to AI1.1 there is no requirement for G5 or a video camera.
- 1.2.2 Video cameras may be installed for assisting in OF-judging determined by the CJ or EJ.

**AI-1.3** All other aspects in addition to AI-1.1 and AI-1.2 will be according to the relevant paragraphs in the current Canopy Piloting Competition rules 2014.

**AI-2 DRAG SPEED 50-METRE COURSE**

The event is composed of the original World Games 2013 Drag Speed rules, which have been used in Cali, Colombia.

**AI-2.1** Prerequisites for the event

- 2.1.1 The course is straight and shall have a length of 50 metres between the sensors at G1 and G5 measured in the centerline.
- 2.1.2 Speed measurement shall be done using a double-sensor system as described in current standard format CP CR 2014 at G1 and G5.
- 2.1.3 Markers at G2, G3 and G4 shall be of a minimum of 20 cm diameter.
- 2.1.4 Dimension of the course markers as in the current CP CR 2014, polystyrene-type markers are acceptable as determined by TCD and CJ.

**AI-2.2** Rules specific to the Drag Speed event.

- 2.2.1 Water Drag must be clearly demonstrated at any point before entering or while passing the line running across the water between the leading edges of G1.
  - 2.2.2 After scoring G1 and having no other achievement, a DR will be applied.
  - 2.2.3 OF is permitted between G1 and G5, as long as there is no surface contact before passing G5 and G1 has been scored, leading to a DR.
  - 2.2.4 ME / VE and MX /VE applies to G1 and G5 and leads to a MR.
- AI-2.3** All other aspects in addition to AI2.1 and AI2.2 will be according to the relevant paragraphs in the current Canopy Piloting Competition rules 2014.

### **AI-3 FULL SPEED 50-METRE COURSE**

The event is composed of the original World Games 2013 Full Speed rules, which have been used in Cali, Colombia.

**AI-3.1** Prerequisites for the event are as in **AI-2.1**

**AI-3.2** If described in the bid, the width of the course after round 3 may be reduced to a minimum of 5 metres at G1 and G5, laid out within the boundaries of the 50-metre course for a final round.

3.2.1 The final round will be performed by the first 20 competitors in the ranking after 3 rounds of the speed events and will determine the final ranking in the Full Speed event.

3.2.2 The results of the first 20 competitors in the ranking are listed before those competitors, who only have performed a maximum of 3 rounds.

**AI-3.3** Water dragging in this event is neither required nor penalized. All other aspects in addition to **AI-3.1** and **AI-3.2** will be according to the relevant paragraphs in the current Canopy Piloting Competition rules 2014.

### **AI-4 COMBINED FULL SPEED DISTANCE**

This event combination was test-performed during the World Games 2013 in Cali, Columbia and has been slightly modified to integrate into current distance rules.

**AI-4.1** Prerequisites of the course are described as in Full-Speed/Drag-Speed and in Drag-Distance.

4.1.1 In addition to AI-4.1, there is an additional Gate of approx. 1.5 metres and marking the distance of 100 metres from G1.

4.1.2 In addition to the video requirement in the current standard format rules an additional video camera may be installed.

**AI-4.2** Objection of the event

4.2.1 To navigate the canopy through the full speed course of 50 metres in as fast as possible, while meeting the requirements that apply to the Full Speed event (round 1 and 2).

4.2.2 After having achieved the requirements of §4.2.1 to continue navigating the course to a landing within the boundaries of the course, while scoring the 100-metre gate the same way as G1 of G5, if making a distance > 100 metres.

4.2.3 The speed is measured to the thousandth of a second and the distance to the closest point to G1 during landing in metres to the second decimal.

**AI-4.3** The results in the speed part and in the distance part are ranked separately and the two calculated-point results will be summarized into one result for the Combined Full Speed Distance Champion. The maximum result is 200 points in the combined event.