

**FEDERATION AERONAUTIQUE INTERNATIONALE**



**SPORTING CODE  
GENERAL SECTION**

**2003 EDITION**

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<sup>1</sup> FAI Statutes, Chapter 1, para. 1.6

<sup>2</sup> FAI Sporting Code, General Section, Chapter 3, para 3.1.3.

<sup>3</sup> FAI Statutes, Chapter 1, para 1.8.1

<sup>4</sup> FAI Statutes, Chapter 5, para 5.1.1.2; 5.5; 5.6 and 5.6.1.6

<sup>5</sup> FAI Bylaws, Chapter 1, para 1.2.1

<sup>6</sup> FAI Statutes, Chapter 2, para 2.3.2.2.5,

<sup>7</sup> FAI Bylaws, Chapter 1, para 1.2.3

<sup>8</sup> FAI Statutes, Chapter 5, para 5.1.1.2; 5.5; 5.6, 5.6.1.6

<sup>9</sup> FAI Sporting Code, General Section, Chapter 3, para 3.1.7

<sup>10</sup> FAI Sporting Code, General Section, Chapter 1, paras 1.2. and 1.4

<sup>11</sup> FAI Statutes, Chapter 5, para 5.6.3

<sup>12</sup> FAI Bylaws, Chapter 1, para 1.2.2



# GENERAL SECTION

## 2003 EDITION

### AMENDMENT RECORD

*Amendments and complete amended versions of the Sporting Code General Section are published by the FAI Secretariat, acting for the Commission Aéronautique Sportive Internationale (CASI). Where an amendment is agreed, the complete new GS will be published on the appropriate FAI web page as soon as it is ready. It will take effect on the first of the month agreed for implementation. This will normally be the second month after that in which the relevant CASI meeting was held. The FAI web reference for the latest GS version is as follows:*  
[http://www.fai.org/sporting\\_code/scg-download.asp](http://www.fai.org/sporting_code/scg-download.asp) (AL7)

*Within Nations, the National Airsport Control (NAC) organisation is then responsible for making sure that their officials and other holders of the Sporting Code General Section are aware of the above and are using the correct version for the year concerned. Such individuals include Officials including Members of appropriate Committees, Championship Directors, Judges, Official Observers and others requiring copies of the GS. (AL7)*

Amend No.	ACTION DATE OF AMENDMENT	AMENDED BY (Signature)	NAME	DATE AMENDED
1	1 Jan 1997	Incorporated in the present document		
2	1 Jan 1998			
3	1 Jan 1999			
4	1 Jan 2000			
5	1 Jan 2001			
6	1 Jan 2002			
7	1 Jan 2003			
8				
9				
10				

## **FAI SPORTING CODE GENERAL SECTION**

*This records the paragraphs added, deleted or amended by the 2003 edition, effective 01 January 2003 and incorporated in this version.*

### Paragraphs amended

Cover page

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1.4

2.2.1.6

3.1.7 ; 3.8.1.3 ; 3.15.1 ; 3.16.3.2

6.8.1 ; 6.8.2 ; 6.8.4

7.2

10.2 ; 10.3 ; 10.5

Glossary

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## **Introduction to** **The Sporting Code of the FAI**

The Fédération Aéronautique Internationale (FAI), is a world organisation that is concerned mainly with air sport competitions, records, including space activities, and other certified performances.

The FAI unites National Air Sport Control (NAC) organisations, who administer sporting aspects of air activities in their own countries. The NACs which are members of FAI, when assembled in the annual General Conference are the highest FAI policy-making body.

The policies and decisions of General Conference are implemented by the FAI Executive Board and the Air Sport Commissions. The Executive Board ensures that the Statutes, By Laws and the Sporting Code, are duly observed. (AL5)

The FAI Sporting Code consists of the General Section and a number of specialised sections.

The Code deals with three major areas: firstly, organised sporting events such as championships and competitions, secondly, records, and thirdly the validation of specified performances for Certificates of Proficiency or badges.

The General Section consists of matters which are common to all air sports, and is the responsibility of the FAI Air Sport General Commission (CASI). The specialised sections of the Code contain rules and procedures for specific activities, and are the responsibility of the appropriate Air Sport Commission. The Sporting Code is under constant scrutiny because of the rapid development of air sports.

NACs have the right to be represented on each of the Air Sport Commissions which deal with a particular activity on behalf of the FAI. CASI however, is unique in being comprised of equal numbers of Air Sport Commission representatives, and national delegates elected by the General Conference. The work of FAI requires much co-ordination. Nationally this is the task of the NAC, and international co-ordination is achieved through the work of the commissions and through the FAI Secretariat, headed by the Secretary General.

The Sporting Code seeks to ensure that the rules and regulations governing air sport activities are fair and capable of being thoroughly understood by both participants and officials. At working level, every effort must be taken to ensure that the rules laid down are applied consistently and impartially, and participants and officials should recognise the need to set and maintain the highest standards of sportsmanship.

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# **CHAPTER 1**

## **PRINCIPLES AND AUTHORITY OF FAI**

1.1 **PRINCIPLES.** The FAI is the sole international body in control of air sports and aeronautic and astronautic records in the interests of good sportsmanship and fair competition. The statutes of FAI specify the Sporting Code as the regulatory system by which the FAI administers and controls all air sport activities, including records, sporting badges and proficiency certificates within these activities.

### 1.2 **SPORTING CODE**

1.2.1 The Sporting Code consists of the General Section and the specialised sections.

1.2.2 The General Section contains the rules and regulations common to all FAI activities. The responsibility for the development and maintenance of the General Section rests with the FAI Air Sports General Commission (CASI).

1.2.3 Each specialised section contains rules and regulations that apply to a specific FAI recognised activity. The responsibility for the development and maintenance of each specialised section rests with the appropriate FAI Air Sport Commission.

1.2.4 The specialised section for each activity shall not be in conflict with the General Section.

### 1.3 **SPORTING AUTHORITY**

1.3.1 **NATIONAL AIRSPORT CONTROL (NAC).** The authority of enforcement of the Sporting Code is exercised through the Active and Associate Members who hold Sporting Powers in their own countries. FAI Members thus exercising National Airsport Control are referred to as "NAC".

1.3.2 **DELEGATION.** Unless otherwise stated by the FAI Statutes, By-Laws or Sporting Code an NAC may delegate to another organisation in its country part of its sporting powers. This does not detract from the NAC's responsibilities to the FAI. Such delegations may be withdrawn at any time. FAI shall be notified of any delegation of power, or withdrawals.

1.4 **FAI INTERNATIONAL AIR SPORT COMMISSIONS.** The FAI Statutes specify the areas of responsibility of each FAI Air Sport Commission. The following table is provided as a guide ; commission initials are explained in the Glossary :

FAI COMMISSION Name & Initials		Sporting Code Section	FAI CLASSES	
Activity	Initials (For words, See Glossary)		Class Letter	DESCRIPTION
Ballooning	CIA	1	A B	Free Balloons Dirigibles, Airships
General Aviation	GAC	2	C H M N	Aeroplanes Vertical Take-off & Landing Aircraft Tilt-Wing/Tilt-engine Aircraft STOL Aircraft
Gliding	IGC	3	D DM	Gliders Motor Gliders
Aeromodelling	CIAM	4	F S	Model Aircraft Space Models
Parachuting	IPC	5	G	Parachutes
Aerobatics	CVA	6	C D	Aeroplanes Gliders
Hang Gliding	CIVL	7	O	Hang Gliders Paragliders
Astronautics	ICARE	8	K P	Spacecraft Aero-Spacecraft
Rotorcraft	CIG	9	E	Helicopters Tilt Rotorcraft Autogyros
Microlights	CIMA	10	R	Microlight Aircraft Powered Hang Gliders Powered Paragliders
General	CASI	11	I	Human Powered Aircraft
General	CASI	12	U	Unmanned Aerial Vehicle (AL5)
General	CASI	General	All	All Classes
General	CASI	Not yet allocated	CS CE	Solar-powered aircraft (AL1) Electrically-powered aircraft (AL1)

The names of the Technical Commissions of FAI are abbreviated CIACA, CIEA, CIMP and EnvC. See the Glossary under these initials for more details. (AL7)

E-mail information distribution lists exist for each airport. The FAI web pages are on <http://www.fai.org> . To obtain other information on FAI Internet services, send an email message to [info@fai.org](mailto:info@fai.org) (AL1)

## CHAPTER 2

### CLASSIFICATIONS AND DEFINITIONS

2.1 **CLASSIFICATIONS.** The following classifications are valid for all FAI sporting events and records:

Class A :	Free Balloons	
Class B :	Dirigibles - Airships	
Class C :	Aeroplanes, electric- and solar-powered aerodynes	(AL2)
Class D :	Gliders and Motor Gliders	
Class E :	Rotorcraft	
Class F :	Model Aircraft	(AL7)
Class G :	Parachutes	
Class H :	Jetlift Aircraft	
Class I :	Human-powered Aircraft	
Class K :	Spacecraft	
Class M :	Tilt-wing/tilt-engine aircraft	
Class N :	Short take-off and landing (STOL) aircraft	
Class O :	Hang Gliders and Paragliders	
Class P :	Aero-spacecraft	
Class R :	: Microlight aircraft and Powered Paragliders	
Class S :	Space models	
Class U :	Unmanned Aerial Vehicles (UAV)	(AL5)

*Note : See also the table on page 1 - 2.*

2.2 **DEFINITIONS.** In defining responsibilities of the FAI Air Sport Commissions and the classifications above and in para 1.4, the following definitions apply. More detailed definitions and sub-classifications may be contained in the specialised sections of the Sporting Code.

#### 2.2.1 **GENERAL DEFINITIONS**

**AIRCRAFT:** A vehicle that can be sustained in the atmosphere by forces exerted on it by the air.

**AERODYNE:** A heavier-than-air aircraft which derives its lift in flight mainly from aerodynamic forces. (AL5)

**AEROSTAT:** An aircraft lighter than air.

2.2.1.1 **Class A: FREE BALLOON** - An aerostat, supported statically in the air, with no means of propulsion by any power source.

2.2.1.2 **Class B: AIRSHIP or DIRIGIBLE** - An aerostat, equipped with means of propulsion and steering.

2.2.1.3 **Class C: AEROPLANE** - A fixed wing aerodyne with means of propulsion.

**ELECTRICALLY-POWERED AERODYNE:** One which can be sustained in level flight in the atmosphere using solely an electrical motor(s). (AL2)

**SOLAR-POWERED AERODYNE:** One which can be sustained in level flight in the atmosphere using solar energy impacting on its airframe as its energy source. (AL2)

- 2.2.1.4 Class D: GLIDER - A fixed wing aerodyne capable of sustained soaring flight and having no means of propulsion. (AL5)
- MOTOR GLIDER: A fixed wing aerodyne equipped with means of propulsion, capable of sustained soaring flight without thrust from the means of propulsion. (AL5)
- 2.2.1.5 Class E: ROTORCRAFT - An aerodyne that derives the whole or a substantial part of its lift from a rotary wing system.
- AUTOGYRO: A rotorcraft the wings of which are not provided with any form of direct power drive.
- HELICOPTER: A rotorcraft with a power driven rotor system whose axis (axes) is (are) fixed and substantially perpendicular to the longitudinal axis of the rotorcraft.
- TILT ROTORCRAFT: An aerodyne which derives the whole or a substantial part of its lift for vertical or hovering flight by tilting rotor(s) upward to a position substantially vertical, and in forward flight derives its lift from rotors and/or wings, and is capable of autorotation in the event of power failure.
- 2.2.1.6 Class F: MODEL AIRCRAFT - An aircraft of limited dimensions, with or without a power source, not able to carry a human being. (AL7)
- 2.2.1.7 Class G: PARACHUTE - A collapsible device designed to counteract gravity using forces exerted upon it by the air.
- 2.2.1.8 Class H: VERTICAL TAKE-OFF AND LANDING AEROPLANE - An aeroplane capable of taking off, maintaining hovering or forward flight and landing while obtaining the whole of its lift directly from the thrust of one or more jet engines installed in and integral to the aeroplane and not requiring lift derived from external surfaces during take-off or landing.
- 2.2.1.9 Class I HUMAN-POWERED AIRCRAFT - An aerodyne which takes off and remains airborne using solely the muscular energy of one or more persons on board. It may not employ any systems of static support (gas, hot air, etc.) and may not carry any kind of apparatus which could receive energy during the flight but may carry apparatus to store muscular energy after take-off.
- 2.2.1.10 Class K: SPACECRAFT - Vehicle capable of flight in space.
- 2.2.1.11 Class M: TILT-WING/TILT ENGINE AEROPLANE - An aircraft capable of both horizontal and vertical flight which, in forward horizontal flight, derives most of its lift from fixed wings and which achieves vertical or hovering flight by tilting the wings or engine(s) upward to a position substantially vertical.
- 2.2.1.12 Class N: SHORT TAKE-OFF AND LANDING (STOL) AIRCRAFT - An aeroplane capable of take-off and landing in a short distance.
- 2.2.1.13 Class O: HANG GLIDER - A glider capable of being carried, foot launched and landed solely by the use of the pilot's legs. (AL 1)
- PARAGLIDER: A hang glider with no rigid primary structure.
- 2.2.1.14 Class P: AEROSPACECRAFT - A craft capable of flight in space and of sustained and controlled flight in the atmosphere. It must also be capable of soft touch-down on land or sea. (AL 1)
- 2.2.1.15 Class R.
- MICROLIGHT: A one or two seat aeroplane with a specified maximum mass and characterised by a very low wing-loading.



POWERED HANG GLIDER: A hang glider fitted with means of propulsion capable of launching it and sustaining flight.

POWERED PARAGLIDER: A paraglider with means of propulsion capable of launching it and sustaining flight.

2.2.1.16 **Class S: SPACE MODEL** - Spacecraft or Aerospacecraft of limited dimensions and limited payload-carrying capability, unable to carry a human being or commercial payloads.

2.2.1.17 **Class U: Unmanned Aerial Vehicle (UAV)** – An aerodyne with means of propulsion that does not carry a human, and which is designed for scientific research, commercial, governmental or military purposes. (AL5)

2.3 **FLIGHT DEFINITIONS.** The definitions of types of flights, courses, start, turn and finish points, etc, required by each airsport activity shall be determined by each FAI Air Sport Commission and published in the appropriate specialised section of the Code. FAI Preferred Terminology for flight definitions is given at Annex A.

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## **Chapter 3**

### **SPORTING EVENTS**

- 3.1 **CLASSIFICATION OF EVENTS.** A Sporting Event is any air sport event or other defined contest organised by or on behalf of an NAC or FAI in compliance with the Sporting Code. For classification purposes, the definitions in 3.1.1 to 3.1.7 apply. Other definitions and classifications may be contained in the specialised sections of the Sporting Code.
- 3.1.1 **NATIONAL SPORTING EVENT.** A sporting event open to participants of the organising NAC.
- 3.1.2 **NATIONAL CHAMPIONSHIP.** A national sporting event in which the winner is awarded the title of National Champion.
- 3.1.3 **INTERNATIONAL SPORTING EVENT.** A sporting event in which entry is open to participants from more than one NAC.
- 3.1.4 **OPEN NATIONAL CHAMPIONSHIP.** A national championship open for participation by other NACs, at the invitation of the organising NAC.
- 3.1.5 **REGIONAL CHAMPIONSHIPS.**
- 3.1.5.1 **Continental Championship.** An international sporting event open to participants from all NACs within a specific continental region defined in the Sporting Code (see para 3.5.4) and, in case of vacancies, to participants from other invited non-eligible NACs. The competitor, or team from one of the NACs within that specific region, with the highest aggregate score at the end of the event, shall be the winner and be awarded the title of that Continental Region's Champion.
- 3.1.5.2 **Championships for Other Regional Groupings.** As above but for other regional groupings of countries not included in 3.5.4 but approved by CASI for the specific championship concerned. This includes groupings within continents or trans-continental groupings.
- 3.1.6 **WORLD CHAMPIONSHIP.** An international sporting event open to participants from all NACs, and in which the winner is awarded the title of World Champion.
- 3.1.7 **WORLD AIR GAMES.** An international sporting event involving several FAI air sports at the same time and open to participants from NACs. Rules for the WAG are available from FAI. (AL7) ||
- 3.2 **PARTICIPANTS**
- 3.2.1 **ENTRANT.** A person or NAC from whom a completed entry form has been received for participation in a sporting event. A person or persons unable to represent an NAC may be authorised to participate by the FAI Executive Board or the Air Sport Commission concerned, such person or team being defined as FAI Applicants. (AL5)
- 3.2.2 **COMPETITOR.** A person entered and competing in a sporting event. (AL6)
- 3.2.3 **TEAM.** A group of one or more competitors, the combined performance of which is counted for the result.
- 3.2.3.1 **National team.** A group of one or more competitors representing one NAC.
- 3.2.3.2 **International team.** A group of more than one competitor representing more than one NAC or FAI, as defined in 3.2.1.
- 3.2.3.3 **FAI team.** A group of one or more FAI competitors.

3.2.4 **CHAMPION.** The title conferred upon the winner of a World, Regional or National Championship. The winner of a World Air Games competition will be awarded the title World Air Games Champion for the class concerned. (AL 1)

### 3.3 **RECOGNITION OF SPORTING EVENTS**

3.3.1 The FAI and NACs shall only recognise sporting events that are held in accordance with FAI rules. They are entitled to withhold or withdraw the Sporting Licence of any competitor entering a non-recognised event.

3.3.2 Sporting events may only be recognised if the organising NAC has fulfilled all its obligations towards FAI.

3.4 **REGISTRATION OF INTERNATIONAL SPORTING EVENTS.** The FAI maintains and publishes an International Sporting Calendar. In order to be recognised, an International Sporting Event must be registered in the FAI Sporting Calendar by the NAC organising it. Such registration must be received by the FAI Secretariat a minimum of three months before the starting date of the event.

### 3.5 **SPORTING EVENTS LISTED IN THE FAI SPORTING CALENDAR**

#### 3.5.1 **FIRST CATEGORY EVENTS**

3.5.1.1 World Air Games, as approved by the General Conference.

3.5.1.2 World and Continental Regional Championships, as approved by the FAI Air Sport Commissions concerned and confirmed by the Executive Board as part of their approval of the FAI Sporting Calendar (Statute 4.2.2.11 refers). (AL6)

3.5.1.3 International Sporting Events approved by the FAI Air Sport Commissions concerned.

3.5.2 **SECOND CATEGORY EVENTS** - Other international sporting events organised by or under the authorization of NACs.

#### 3.5.3 **EVENT QUALIFICATION CRITERIA**

3.5.3.1 **First category events.** A minimum of 4 NACs shall have entered by the end of the official registration period, as defined in the local Regulations, with entry fees paid. If there are less than 4, the event may take place but the Air Sport Commission concerned may decide that the title of Champion may not be awarded.

3.5.3.2 **Second category events.** The minimum number of entries shall be laid down in the rules for the event.

3.5.4 **DEFINITION OF CONTINENTAL REGIONS.** For the purposes of Continental Regional Championships, the FAI recognises continental regions as follows (*in alphabetical order*).

3.5.4.1 **Asia** - The countries of the Asian Continent and adjacent island countries East of the European Countries defined below in 3.5.4.3, as far East as Japan and the Philippines. Includes Sri Lanka, Brunei, Indonesia and Chinese Taipei, but excludes Russia.

3.5.4.1.1 **East Asian Region** - Myanmar, China, and Mongolia, and the Asian countries (3.5.4.1) to the South and East.

- 3.5.4.1.2 South Asian Region - Asian countries with a boundary on or adjacent to the Indian Ocean, Red Sea, and the Gulf, except countries in the East Asian region (3.5.4.1.1), plus the Asian countries (3.5.4.1) East of the Mediterranean Sea. For this purpose the Indian Ocean is taken as including the Bay of Bengal and the Arabian Sea.
- 3.5.4.1.3 Central Asian Region - Asian countries (3.5.4.1) except those in the South and South East Regions (3.5.4.1.1&2).
- 3.5.4.2 Africa - comprising all the countries of the African Continent including the adjacent island countries such as Cape Verde, the Seychelles and Mauritius.
- 3.5.4.3 Europe - comprising all the countries in and to the North of the Mediterranean Sea including adjacent island countries; and the countries to the West of the Caspian Sea; including Iceland, Ireland, Israel, all of Russia, Turkey, and the United Kingdom (Great Britain), but not including Iran (mentioned because it has a boundary on the West side of the Caspian Sea).
- 3.5.4.4 Oceania - comprising Papua New Guinea, Australia, New Zealand, and the countries of the Pacific Ocean to the East as far as the Marquesas and the Touamotu Archipelago, but not including any country listed under Asia above (*eg Indonesia, Japan, Philippines*).
- 3.5.4.5 North America - comprising the countries from Panama to Canada and the Caribbean Islands including Bermuda.
- 3.5.4.6 South America - comprising all the countries from Colombia to Chile and Argentina.
- 3.5.4.7 Temporary Modifications for Specific Championships. With the consent of the President of CASI, and at the request of the Air Sport Commission concerned, continental regions can be modified for Championship purposes.
- 3.5.5 OTHER REGIONAL GROUPINGS. Where championships are regularly approved by FAI in regional groupings which are not the same as the Continental Regions listed in 3.5.4, the definition of the regional grouping will be placed in this sub-paragraph. *This is to anticipate other groupings and to ensure that later para references stay the same if such groupings are added later. Pacific Rim countries may be one example.*
- 3.5.6 FREQUENCY AND LOCATION OF EVENTS. Each FAI Air Sport Commission shall determine the frequency and location of its events in accordance with the following principles:
- 3.5.6.1 World Air Games shall be held at least 3 years apart but as a general rule at 5 year intervals.
- 3.5.6.2 World and Continental Championships should be held approximately every two years in any discipline or class.
- 3.5.6.3 As far as possible World and Continental Championships should be held in alternate calendar years.
- 3.5.7 CO-ORDINATION. Each FAI Air Sport Commission has the duty to ensure that its events do not, as far as possible, overlap each other. The FAI will endeavour to ensure that the events of other Commissions do not conflict either in timing or in geographical location.
- 3.6. PARTICIPATION
- 3.6.1 International Sporting Events are open only to NACs that have met all their obligations to FAI. Prospective members of the FAI, at the discretion of the FAI Air Sport Commissions concerned and after consultation with the Secretary General of FAI, can enter for up to two sporting events only.
- 3.6.2 Every NAC organising an International Sporting Event must make every reasonable effort to ensure admission into its country to any entrant entitled to participate in the event. If the organising NAC finds that, for any reason, an entrant of another country may be or will be refused admission, it

shall immediately inform the FAI Secretary General, the Air Sport Commission President concerned and the NAC of the entrant.

3.6.3 FAI competitors or FAI teams, complying with GS 3.2.1 and/or GS 3.6.1, may be invited to participate in international sporting events providing that the organising NAC and the relevant ASC approve.

3.6.4 In team events the relevant Airsport Commission may restrict the participation of International Teams in first category events. (AL3)

### 3.7 **IDENTITY AND REPRESENTATION RIGHTS**

3.7.1 **IDENTIFICATION OF PARTICIPANTS.** The identity of participants is proved by an identification document issued by or on behalf of the government of the participant's country or country of residence.

### 3.7.2 **COMPETITOR'S RIGHTS OF REPRESENTATION**

3.7.2.1 In international sporting events, a competitor represents the NAC that issued his FAI Sporting Licence, unless he belongs to a international team.

3.7.2.2 FAI competitors or teams complying with 3.2.1 and/or 3.6.1, may be invited to participate in international sporting events, providing that the organising NAC confirms that vacancies exist.

### 3.8 **OFFERS TO HOST FAI SPORTING EVENTS**

3.8.1 **BIDS.** Bids by an NAC to hold a First Category event shall comply with the specific regulations issued by the FAI Air Sport Commission responsible, and with the following rules:

3.8.1.1 **Lead time.** The bid to hold a World or Continental Championship shall be made to the FAI Air Sport Commission concerned if possible not less than two years in advance.

3.8.1.2 **Content.** As a minimum, the bid shall contain information on dates, site, local weather, the characteristics of the location relevant to the activity in question, conditions of airspace, any special insurance requirements, an indication of the amount of the entry fee and what the entry fee includes.

3.8.1.3 **Admission into a country.** The bid must detail any conditions of admission of participants to the country or location of the event. If any restrictions are proposed or found, the FAI Executive Board shall decide whether they are acceptable, having taken advice on Sporting aspects from the ASC concerned and the CASI Bureau. (AL7)

### 3.9 **GENERAL RULES FOR FAI SPORTING EVENTS**

3.9.1 **RULES FOR FIRST CATEGORY EVENTS.** The General Rules for First Category Events shall be contained in the relevant sections of the Sporting Code. Competition rules for a particular event shall not conflict with the rules in the Sporting Code. They shall be approved in advance by the FAI Air Sport Commission concerned and must not be changed thereafter.

3.9.2 **RULES FOR SECOND CATEGORY EVENTS.** General rules and competition rules for Second Category Events shall be based, as far as appropriate, on those for First Category Events and must not conflict with them in principle.

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

3.9.4 **COURTESY INVITATIONS.** Organising NACs shall ensure in respect of First Category events, that courtesy invitations are issued (eg to the Opening / Closing ceremonies) to the FAI President and

to the President of the relevant FAI Air Sport Commission. Such invitations shall make clear the extent of the hospitality, if any, which the organiser is in a position to offer.

- 3.9.5 **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 organisers, French and/or the language of the host country. In all interpretations the English language version shall prevail.
- 3.9.6 **INSURANCE.** Competition organisers should consider obtaining Public Liability Insurance to protect participants and organisers. Organisers should consider recommending that participating NACs and/or competitors carry individual health and accident insurance. (AL 2)
- 3.10 **ENTRIES.** Entry applications to a First Category Sporting Event shall be made only through the NAC of which the applicant holds a Sporting Licence or, in the case of an FAI applicant (*GS 3.2.1*), through the FAI.
- 3.11 **RESPONSIBILITY OF THE ENTRANT**
- 3.11.1 **ACCEPTANCE OF SPORTING CODE, RULES AND REGULATIONS.** The entrants and competitors are required to know, understand, accept and abide by the Sporting Code and the rules and regulations for the event, and by entering are deemed to accept them without reservation. They should appreciate that they represent their NAC and that they should compete in a sporting manner and that their behaviour must be beyond reproach.
- 3.11.2 **DOPING, ALCOHOL, ILLNESS AND INJURY** (Whole para, AL1)
- 3.11.2.1 A competitor taking any drugs or medication or suffering from any illness or injury which might invalidate his licence or insurance, or in any way affect his performance, must inform the Director before flying.
- 3.11.2.2 FAI condemns the use by competitors, in the misguided belief that they improve performance in the air, of substances banned by the International Olympic Committee, (IOC). Such substances may degrade pilot performance and compromise flight safety. These activities, defined as "doping", are contrary to the FAI's principles of fair play, and are potentially damaging to competitors health and safety.
- 3.11.2.3 Doping consists of the use, whether intentional, negligently, or otherwise, of one or more prohibited therapeutic substances, or of blood or blood products and/or of pharmacological physical or chemical manipulation aimed at making these substances difficult to detect. The list of prohibited substances is the IOC list valid at the moment of testing, including alcohol, marijuana and beta blockers.
- 3.11.2.4 Doping Control procedures shall be implemented at FAI Sporting events if imposed by the regulations of the host country. When there are no national regulations, Air Sport Commissions, (ASCs) may decide whether or not to instigate testing for doping.
- 3.11.2.5 All Competitors entering FAI Sporting events shall accept that they may be required to submit to control testing for doping.
- 3.11.2.6 If an ASC decides to impose doping controls, the commission becomes responsible for selecting candidates, and determining frequency of testing. The test procedures shall be in accordance with the FAI guidelines, and IOC-accredited laboratories shall be used to analyse samples taken from competitors. A copy of the procedures is held at FAI HQ.
- 3.11.2.7 The results of any doping tests, conducted either by a commission or a national authority, will be reviewed by the FAI Doping Review Panel, (DRP). The panel will comprise two members, one appointed by CIMP, and a person selected by the Air Sport Commission involved. Their findings will be forwarded to the competitor's commission for a decision on action to be taken.

3.11.2.8 If, having followed the procedure in 3.11.2.7, an ASC decides to take action against a person, the person concerned may appeal against the decision. The appeal must be lodged with FAI within 30 days of the decision, and be accompanied by a fee of 2,000 Swiss Francs. (AL3)

### 3.12 **ACCEPTANCE OF ENTRIES**

3.12.1 An entry shall be accepted only if made on an official entry form accompanied by the entry fee in full and received by the specified closing date.

3.12.2 Late entries may be accepted at the discretion of the Organiser only when there is good reason for the delay and if there are sufficient vacancies.

3.12.3 An entry made by telephone or telex will be confirmed only on receipt of the official entry form and fee. As well as normal postal services, e-mail and fax may be used for entry-forms and money and credit-card transactions, if these methods are not excluded in the application details. Organisers should make such forms and procedures available on any internet web site for the event. Entry forms which are incomplete or contain inaccurate information may not be accepted. (AL5)

3.13 **CHANGE OF ENTRIES.** Change of entries may be made only up to the time stated in the Competition rules but necessarily before the start of the event. Change of competitors, equipment or class can be made only as stated in the Rules and Regulations for the event.

3.14 **REJECTION OF ENTRIES.** The NAC organising the event may not reject an entry to a First Category Event made in good faith and complying with the terms of the entry.

### 3.15 **RETURN OF ENTRY FEES**

3.15.1 If the event does not take place, entry fees shall be returned in full. If, for reasons of force majeure, it is cancelled or stopped, unused fees shall be paid back. Before a cancellation decision is made, the relevant ASC shall consult the Secretary General who will inform and consult as necessary. Actions will be assessed on a case-by-case basis. In cases with political implications for FAI, the Executive Board may be involved. (AL7)

3.15.1.1 Force majeure is considered to be general strike, storm or earthquake damage prior to the event, but does not include weather unfavourable to the competition tasks.

3.15.2 A competitor or team who withdraws shall have no right to the return of any fees.

### 3.16 **RESULTS AND PRIZEGIVING**

3.16.1 **JURY APPROVAL.** The results of an International Sporting Event shall be final only when all protests have been dealt with by the Jury and the Jury has ceased its functions. The final results must be made public before the prizegiving is held.

#### 3.16.2 **NOTIFICATION OF RESULTS**

3.16.2.1 The officially accepted entry list and results of a First Category Event shall be received at the FAI Office within eight days of the end of the event. The results of any FAI air sport event shall be given in writing to the organising NAC, all competitors and the NACs they represent without delay. (AL4)

3.16.2.2 For First Category Events, the FAI Secretary General shall be advised by the President of the Jury, within 8 days of the end of the event, of the number of protests made, together with the numbers of protests withdrawn, upheld or failed, and the respective Jury decisions.



3.16.3 PRIZEGIVING

3.16.3.1 At First Category Events the FAI flag should be flown and the FAI Anthem played. The flags of the countries of the competitors placed first, second and third in each class should be flown and the national anthem of the countries of the champions should be played.

3.16.3.2 The FAI shall award gold, silver and bronze medals in each World or Continental Region Championship and for the World Air Games. These will be awarded to competitors placed first, second and third in the overall Championship, including Women's and Junior categories if appropriate. All medals are funded from within the ASC concerned. Costs may be passed on to the Organisers' budget if the ASC so decides. If requested by the ASC, FAI gold, silver and bronze medals may also be awarded to all members of teams competing for a single placing (for example, formation skydiving, team racing in aeromodelling, etc). Where teams are based on individual results achieved in the championship, gold, silver and bronze medals may be awarded to the team managers only of such teams placed first, second and third, and, if the ASC decide, smaller FAI Team medals may be awarded to all members of such teams. The large FAI medals for winning teams are to be forwarded by the team manager to the appropriate NAC or other body which the team is representing. An FAI Diploma will be awarded to competitors placed first to 10th. The Organisers may award further prizes at their discretion, and additional diplomas may be awarded where the results for male and female competitors are separate. (AL7)

3.16.3.3 All medals, diplomas and prizes, whether trophies or money, which are referred to in the Sporting Code or the Rules and Regulations of an event, shall be presented not later than at the official prizegiving.

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## Chapter 4

# CONTROL OF SPORTING EVENTS AND RECORDS

### 4.1 NAC RESPONSIBILITY

4.1.1 CONTROL AND CERTIFICATION. Each NAC is responsible for the control and certification of all FAI sporting events, records and badge flights made under its control.

4.1.2 VERIFICATION. The FAI may at any time request proof that a performance, record or event was controlled in accordance with the Sporting Code regulations. It may refuse recognition if it finds the evidence to be insufficient.

### 4.2 OFFICIALS CONTROLLING PERFORMANCES.

4.2.1 OFFICIAL OBSERVERS. The Officials who control a performance must be registered with an NAC as an Official Observer. Official Observers are empowered to control and certify performances and events for FAI records and badges. They must know and understand the FAI Sporting Code and the rules and regulations for the specific events to be certificated. FAI Air Sport Commissions may determine qualification criteria for official observers in their respective air sport activities, and publish these criteria and duties in the Specialised Sections of the Sporting Code. Such qualification shall be certified by the official observer's NAC.

4.2.2 ELIGIBILITY. An official observer in any record or badge attempt must be independent and not be perceived to have a conflict of interests.

4.2.3 PRESENCE. An Official Observer may only certify an event related to an FAI Flight Performance if he is present at the event for which certification is required. He may certify a constituent fact if he arrives soon after and there is absolutely no doubt about verification.

### 4.2.4 TEMPORARY STATUS

4.2.4.1 Temporary Official Observer Status is assumed for Air Traffic Controllers on duty for observation of take-offs, start and finish lines, turn or control points and landings. Officially registered assistants and officials during a World or Continental Championship or other competitions as specified in the specialised sections of the Sporting Code, acting under the authority of the Director of the Championship, may also act as Official Observers.

4.2.4.2 Where an occurrence takes place outside the operational area of an Official Observer, the occurrence may be certified by two independent witnesses within whose skills of competence it is, who give their addresses and state in writing the information required by the pertinent section of the Sporting Code. Certification by other than Official Observers must be countersigned by an Official Observer after he has verified the statements.

4.2.5 VIOLATION OF DUTY. In case of violation of duty the appointment of an Official Observer will be withdrawn. Negligent certifications or wilful misrepresentations will be grounds for disciplinary action by the NAC concerned.

### 4.2.6 Records during FAI Sporting Events:

Where a record may have been achieved as part of a sporting event, the organiser shall, if requested, cooperate with the claimant in assembling and submitting the information and taking other actions required, such as notifying the relevant NAC and FAI within the set period (see 6.8.4)

for World Records. The claimant is still responsible for ensuring that all claim procedures are carried out. (AL5)

### 4.3 **OFFICIALS IN FIRST CATEGORY INTERNATIONAL SPORTING EVENTS**

#### 4.3.1 **INTERNATIONAL OFFICIALS**

4.3.1.1 Matters of advice, arbitration or rule interpretation shall be the responsibility of the International Jury, as defined in 4.3.2. Matters of subjective evaluation of performance shall be the responsibility of FAI Judges, as defined in 4.3.3. International Jury members and FAI Judges are International Officials acting on behalf of the FAI and shall have been appointed or approved by the FAI Air Sport Commission concerned.

4.3.1.2 An International Official may hold only one of the above offices in an event. He may not be a competitor, nor hold any operational position in the organisation.

4.3.1.3 The International Officials in any one group or position must represent different NACs.

#### 4.3.2 **THE INTERNATIONAL JURY**

4.3.2.1 An FAI First Category event shall have an International Jury to deal with protests and monitor the conduct of the event. The composition of the International Jury may be either representative or nominated. The relevant Sections of the Sporting Code shall state which Jury system is to be used.

4.3.2.2 **Representative jury** - is one in which the Jury President is appointed by the FAI Air Sport Commission governing the event and in which the members are one from each competing NAC. They shall qualify for the jury service according to the pertinent section of the Sporting Code.

4.3.2.3 **Nominated jury** - is one in which the President is appointed by the Air Sport Commission concerned. The members consist of two or four persons appointed by the Commission according to the relevant section of the Sporting Code.

4.3.2.4 **Jury President**. In addition to being the Chairman at Jury meetings, the Jury President has the right to require the Organisers to abide by the FAI Sporting Code and the published rules and regulations for the event. If the organisers fail to do so, the President of the Jury has the power to stop the event until a Jury meeting has considered the situation. The Jury has the right to terminate the event if the organisers fail to abide by the FAI Sporting Code and published regulations. They may recommend to the FAI Secretary General that all entry fees be returned.

4.3.2.5 **Jury Members**. A Jury member must possess a thorough knowledge of the relevant Sporting Codes and the rules and regulations for the event. An International Jury Members Handbook is available from FAI if desired by a Commission. At least one jury member is to be on site during competition operations. (AL 1)

#### 4.3.2.6 **Meetings of the International Jury**

4.3.2.6.1 **Attendance**. Attendance at Jury meetings is compulsory for Jury members, except for special reasons such as illness or emergencies. In such cases an eligible replacement nominated by the Jury member concerned, or by the President of the FAI Air Sport Commission or his representative may be accepted by the Jury President. The Event Director and the Claimant have a right to give both written and oral evidence before a jury. Treatment of protests is dealt with in 5.5.

4.3.2.6.2 **Recording of Evidence**. The record of jury actions, the decision and the reasons for it, and copies of evidence, shall be sent to FAI by the President in case an appeal to FAI is made later (see Chapter 10).

4.3.2.6.3 **Quorum**. A quorum for a Representative Jury is 2/3 of the total membership, including the President of the Jury. A quorum for a Nominated Jury is three, including its President.

- 4.3.2.6.4. Voting. Decisions shall be reached by a simple majority. A secret ballot shall be held, if requested by a jury member. (AL 1)
- 4.3.2.7 Dissolution of the International Jury
- 4.3.2.7.1 The Jury shall only cease its functions after it has given its decision on all protests which have been correctly made. If no protests are outstanding it shall not cease its functions until the time limit set for the receipt of protests following the last task.
- 4.3.2.7.2 The last action of the Jury is to verify and approve the competition results of the event and declare the event valid providing it has been conducted in accordance with the rules and the decisions of the Jury.
- 4.3.3 FAI JUDGES
- 4.3.3.1 FAI Air Sport Commissions shall appoint Judges for events requiring, in whole or in part, subjective evaluation of a performance or for other duties as specified in the specialised sections of the Sporting Code.
- 4.3.3.2 The FAI Air Sport Commission concerned shall decide upon the qualifications, experience and knowledge of rules and regulations required for its Judges.
- 4.3.3.3 NACs shall submit to the FAI Air Sport Commission concerned the names of candidates for recognition as International Judges. Upon recognition the Commission will make available to FAI a list of those Judges.
- 4.3.3.4 The Chief Judge shall be appointed by the Commission concerned and has the responsibility to organise the work to be carried out by the International Judges and to report results to the Event Director.
- 4.3.4 OPERATIONAL OFFICIALS. The NAC organising a First Category International Sporting Event shall appoint an Event Director, Deputy Director, Stewards, Public Relations Officer (PRO), and other functionaries as required.
- 4.3.4.1 The Event Director
- 4.3.4.1.1 The Event Director shall be in overall operational charge of the sporting event. He shall have a Deputy Director and Technical Officials to assist him. The Event Director and Deputy shall be approved by the relevant FAI Air Sport Commission.
- 4.3.4.1.2 The Event Director is responsible for good management and the smooth and safe running of the event. He shall make operational decisions in accordance with the rules of the Sporting Code and competition rules. He can penalise or disqualify a competitor for misconduct or infringement of the rules. He shall attend meetings of the International Jury and give evidence if requested.
- 4.3.4.1.3 The Event Director shall publish the officially accepted entry list prior to the start of the event, issue daily results and the article on the event from the event Public Relations Officer and send the final entry list, full results and details of protests to his NAC and to FAI within the specified time limits. (AL4)
- 4.3.4.2 Stewards
- 4.3.4.2.1 Stewards are advisers to the Event Director. They watch over the conduct of the event and report any unfairness or infringement of the Rules and Regulations or behaviour prejudicial to the safety of other competitors or the public or in any way harmful to the sport. They assemble information and facts concerning matters to be considered by the International Jury. Specific rules on the appointment and duties of Stewards may be included by Air Sport Commissions in the specialised sections of the Code.

- 4.3.4.2.2 A Steward has no executive powers. He must not be a member of the Organising Committee. A steward may attend a meeting of the International Jury as an observer or witness.
- 4.3.4.3 Public Relations Officer (PRO). The PRO shall be responsible for publicising the event as widely as possible using printed, visual and electronic media.
- 4.3.4.3.1 Powers. The PRO has no executive powers in the running of the event although he may be a member of the event organising committee. The PRO may not attend meetings of the International Jury except if called as a witness. (AL 2)
- 4.3.4.3.2 PR Article. At the conclusion of the event, the PRO shall submit an article to the Event Director. This article should use appropriate printed, visual and electronic media, be included in the official report to the NAC and FAI, and used separately for publicity as required. (AL 2)

#### 4.4 **OFFICIALS IN SECOND CATEGORY INTERNATIONAL SPORTING EVENTS**

- 4.4.1 The organisational structure in Second Category International Sporting Events will be similar to that in First Category Events, but may be simplified.
- 4.4.2 The Jury and Panel of Judges, if any, need not be of international composition.
- 4.4.3 The specialised sections of the Sporting Code may specify further requirements.

#### 4.5 **OFFICIALS IN NATIONAL SPORTING EVENTS**

- 4.5.1 The organisational structure of National Sporting Events shall be in accordance with operational needs while in principle following the set-up of International Sporting Events.
- 4.5.2 The specialised sections of the Sporting Code may specify further requirements, in particular with regard to National Championships.

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## **Chapter 5**

# **COMPLAINTS, PENALTIES, DISQUALIFICATIONS AND PROTESTS**

### **5.1 COMPLAINTS**

- 5.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.
- 5.1.2 Prior to an international sporting event a complaint may be made by an NAC to the organising NAC. Such a complaint may concern only failure of the organising NAC to comply with regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the Secretary General of the FAI, who shall keep the President of the relevant FAI Air Sport Commission informed.
- 5.1.3 At any time during the event, a competitor or a team who is dissatisfied on any matter should first ask the appropriate official for assistance. If still dissatisfied, a complaint may be made, by the competitor or through the team leader, to the Event Director or his designated official. Complaints must be made as soon as possible after the event giving rise to the complaint, and shall be dealt with expeditiously.

### **5.2 PENALTIES AND DISQUALIFICATIONS**

- 5.2.1 The Director of a Sporting Event may penalise a competitor as described in the rules for the event. These penalties may be in the form of an operational disadvantage, deduction of points, alteration of placing order, disqualification, or any other penalty designated by the Air Sport Commission concerned.
- 5.2.2 **SEVERITY OF PENALTIES.** The severity of the penalties which may be imposed may range from a minimum loss of points to disqualification indicated below, as appropriate to the offence.
- 5.2.2.1 **Technical Infringements.** Technical infringements of rules or failure to comply with requirements caused by mistake or inadvertence where no advantage has accrued or could have accrued to the competitor concerned should, as a guide, carry penalties leading to a reduction of not less than 2% of the best score or maximum available score for the task.
- 5.2.2.2 **Serious Infringements.** Serious infringements, including dangerous or hazardous actions or repetitions of lesser infringements should, as a guide, carry minimum penalties leading to a reduction of not less than 5% of the best score or maximum score for the task.
- 5.2.2.3 **Unsporting Behaviour.** Cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, wilful interference with other competitors, falsification of documents, use of forbidden equipment or prohibited drugs, violations of airspace, or repeated serious infringements of rules should, as a guide, result in disqualification from the sporting event.
- 5.2.3 **PUBLICATION.** Penalties shall be listed on the score sheet of the day on which the penalty was given.

### **5.3 SURRENDER OF SPORTING LICENCE**

- 5.3.1 A competitor who has been disqualified shall surrender his Sporting Licence to the Event Director.

5.3.2 He shall have no right to claim back any part of his entry fee and will not be eligible for any prizes awarded during the event. Any delay in the surrender of the Sporting Licence shall be added to the period of surrender.

5.3.3 During the period of surrender of the Licence, participation in any FAI sporting activity, including attempts on records, is prohibited.

5.3.4 Disqualification will be grounds for disciplinary action by the NAC concerned, and the Event Director shall send the surrendered licence to the disqualified competitor's NAC at the end of the event, with the details of the case.

#### 5.4 **PROTESTS**

5.4.1 A protest against a decision on a complaint as described in 5.1.2 must be made prior to the start of the event.

5.4.2 If dissatisfied with the decision on a complaint made during the event, a competitor or team leader has the right of protest. Such a protest must be made in writing, in English, and be handed by the Team Leader to the Event Director together with the protest fee within the time limit. If a competitor has no separate team leader, he may lodge the protest himself. The amount of the protest fee and the time limit within which a protest must be made shall be stated in the rules for the event.

5.4.3 Normally, the deposited fee is returnable only if the protest is upheld, or is withdrawn prior to the hearing by the Jury.

5.4.4 All non-refunded deposit fees from protests will be sent by the Jury to the FAI, to the attention of the Secretary General, within 28 days of the conclusion of the event. The fee will then be segregated for the use of the Air Sport Commission concerned.

#### 5.5 **TREATMENT OF PROTESTS**

5.5.1 The Event Director must present any protest to the Jury President without delay. The President shall call a meeting of the International Jury within 24 hours of receiving a protest, unless a different period is stated in the relevant Sporting Code or the local regulations.

5.5.2 The Jury shall hear both sides on the matter of any protest, applying the relevant FAI regulations and the rules for the event.

5.5.3 The President of the Jury shall report the result and a summary of any relevant considerations in writing to the Event Director without delay, who shall make public the President's report.

5.6 **APPEALS**. An NAC may appeal to FAI against a decision of the Jury in accordance with the provisions of Chapter 9.

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## Chapter 6

### WORLD RECORDS

6.1 **DEFINITION OF WORLD RECORD.** A World Record is the best performance certified by the FAI and established in a FAI Class, Sub-class, Category or Group as specified in the Sporting Code GS and/or Specialised Section. Classes are listed in paras 1.4 and 2.1. Sub-classes, Categories and Groups shall be defined in Specialised sections; examples include:

Sub classes : e.g. sub-class AX, hot air Balloons; MG, Motor Gliders;

Categories : e.g. general, feminine, size, solo, multi-seat, etc;

Groups : e.g. group 1, piston engine, etc.

6.1.1 Types of records (e.g. altitude, altitude with payload, distance and/or speed over different courses) should be specified for each FAI Class in the appropriate section of the Sporting Code.

6.1.2 To be eligible as a World Record, the performance must have been recognised as a National record by the NAC concerned, except in Classes G (Parachutes - Largest Formation Record), K (Spacecraft) and P (Aerospacecraft). In any case the FAI rules have to be fulfilled. (AL4)

6.2 **ABSOLUTE RECORDS.** The types of records recognised by FAI as Absolute records shall be determined by the Air Sport Commissions and shown in the specialised sections of the Sporting Code.

#### 6.3 **HOLDERS OF RECORDS**

A World Record may be held by a person, crew or team, or as otherwise stated in the respective section of the Sporting Code. Where a world record is in the name of more than one person, FAI will list those persons in alphabetical order unless a different order is directed by the claimants' NAC. (AL2)

#### 6.4 **ADMINISTRATION OF RECORDS**

6.4.1 The NAC which issued the FAI Sporting Licence of any person attempting a world record (the Organising NAC), is responsible for certifying that person's attempt as a National Record and for submitting the World Record claim dossier to FAI regardless of where the record attempt took place.

6.4.2 When a record attempt both originates and terminates in a country other than that of the Organising NAC, the local NAC shall control the attempt by authorising the Official Observers involved in accordance with 4.2.1. The local NAC in these circumstances, shall be known as the Controlling NAC. If necessary, and/or if so requested by the Organising NAC, a Controlling NAC shall also provide control of record attempts which either originate or terminate in its country.

6.4.3 Where the record attempt crosses or is made over the territory of another NAC, the organizing NAC is responsible for informing, if necessary and applicable, that other NAC in advance of a planned record attempt over its territory.

6.5 **RESPONSIBILITY FOR AUTHORISATIONS.** A person wishing to attempt a record is responsible for everything required for the execution, control and certification of the attempt, including obtaining any authorisations, permits and clearances. When a claim is submitted, it must

be shown that a valid FAI Sporting Licence, which covered the period of the performance, was held by the claimant. (AL6).

6.6 **SIMULTANEOUS RECORDS.** On any date that a record is broken by more than one pilot, the best performance only will be awarded the new record, except that, if two or more aircraft flying in a group and in the same conditions achieve exactly the same performance and simultaneously beat a record, the performance may be registered as a record in the joint names of the pilots or members of that group.

6.7 **MULTIPLE RECORDS.** A person may attempt more than one record in the same attempt provided that the records belong to the same Class, are permitted in the Sporting Code concerned, and are controlled by the same verification and certification methods as if they were separate records.

6.8 **CERTIFICATION OF WORLD RECORDS** (AL7)

6.8.1 A record attempt must be recognised by the organising NAC as a National Record. (AL7)

6.8.2 A World Record claim must be supported by a file containing all the information and certification necessary to prove that the conditions have been met. The file must be submitted by the organising NAC after the record was recognised as a National Record, and must be received by the FAI Secretariat within 120 days of the attempt, unless an extension is granted by the CASI President, having taken formal advice from the relevant ASC President about any factors that may have made it difficult to submit the file in the normal timescale. The FAI Secretary General shall acknowledge receipt of the record file to the claimant and the organising NAC. The file must be in the standard format set out in the relevant section of the Sporting Code and shall include a statement that the attempt was made in accordance with the regulations of the Sporting Code including the provisions of 5.2.2.3 on Unsporting Behaviour. (AL 7)

6.8.3 The claim statement shall include, as applicable :

- classification (class, subclass, etc.) of the record being claimed ;
- its title and description, including record figures ;
- place (course) and date of the attempt ;
- name, sex and citizenship of the competitor(s) ;
- number and expiry date of the competitor's sporting licence and the name of the issuing NAC ;
- type of aircraft and registration or identification marks ;
- type of engine(s) or power source, power and identification number(s) ;
- name of the NAC responsible for the control of the record attempt ;
- confirmation and date of certification as a National record.

6.8.4 Written notice (to include fax and email) of a preliminary claim for a World Record must be submitted by either the organising or the controlling NAC, or the official observer controlling the attempt, or the Sport Event organisation (4.2.6), or the claimant and must be received by FAI within 7 days of its completion as a record attempt, unless an extension is granted by the CASI President, having taken formal advice from the relevant ASC President about any factors that may have made it difficult to give notice in the normal timescale. The FAI Secretariat shall acknowledge the receipt of the notice of a preliminary claim by including the details in the next Information Circular to NACs

and Commission Presidents. NACs are expected to keep the claimant informed of the progress of claims. (AL7) ||

6.9 **VERIFICATION**. The FAI reserves the right to request further information or documentation, and shall advise the NAC of acceptance or refusal without delay. In the event that some evidence is missing or there might be conflict within the rules, the FAI will request the FAI Air Sport Commission concerned to give advice. The FAI will give a written explanation of any refusal.

6.10 **NOTIFICATION**

6.10.1 The FAI Secretariat shall inform all NACs as soon as practicable of record claims presented for homologation.

6.10.2 The FAI Secretariat shall notify all NACs of the final certification of new records by the FAI Information Circular. Certification shall become final if no appeal has been lodged against it within 90 days of the date of publication of the original notification.

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## Chapter 7

### MEASUREMENT REQUIREMENTS

#### 7.1 FAI UNITS OF MEASUREMENT

##### Distances On and Above the Earth's Surface

Long Distances (over 10 Km) .....	Kilometre (km)
Short distances (less than 10 Km) .....	Metre (m)
Very short distances .....	Centimetres (cm)
Altitude .....	Metre (m)

##### Speed

Horizontal speed.....	Kilometre/hour (km/h)
Vertical Speed.....	Metre/second (m/s)

##### Other Units

Temperature.....	Degrees Celsius (°C)
Pressure .....	Hectopascal (hpa) or Millibar (mb)
Mass.....	Kilogramme (kg)
Time .....	Hours, Minutes, Seconds UT (hr, min, sec)

#### 7.2 PERFORMANCE INCREASE REQUIREMENTS.

The increase required before a new record will be registered by FAI is stated by ASCs in their sections of the Sporting Code. The increase required should be related to the accuracy of measuring the variable concerned, with a view to ensuring that all predicted errors and margins are taken into account so that there is no doubt that a new record is sufficiently in excess of the last one. (AL7)

#### 7.3 QUALITY OF MEASUREMENTS

7.3.1 SPECIFICATION OF MEASURING AND EVIDENCE GATHERING METHODS. The methods and equipment for measuring and recording of Distance, Time, Speed, Altitude, Mass or other specific parameters, as well as equipment technical standards, shall be determined by each FAI Air Sport Commission and specified in the appropriate section of the Sporting Code. In the case of record flights, the conformity of the specific measuring and recording instruments and equipment used shall be checked by the official observer to be of the same type as approved by the respective FAI Air Sport Commissions. The following requirements shall be applied :

7.3.1.1 Distances on the earth's surface. For FAI distance calculations, the earth model used may either be the WGS84 ellipsoid or a sphere of radius 6371 km exactly. For accurate measurement and calculation of distance, Air Sport Commissions shall choose which model is to be used in their area of activity. The WGS84 ellipsoid is very close to the real shape of the earth, the FAI sphere is an approximation. For further details on the WGS84 ellipsoid and the FAI Sphere, see the Glossary. A short PC-based distance calculation program for both earth models is available by email from the FAI office. (AL6)

7.3.1.2 Time and speed. Measurement of Time and Speed may be by clocks or other time recording equipment as determined by the FAI Air Sport Commission concerned.

7.3.1.3 Mass. The take-off mass of an aircraft shall be its total mass at take-off including flight crew.

- 7.3.1.4 Timing of record attempts. In the case of record attempts, clocks and other time recording equipment shall be checked over a period of 3 hours against official time signals both immediately before and after the attempt with any error found taken into account in the calculations. This does not apply to times obtained from UTC derived from GNSS fixes which use accurate time as the basis of the GNSS System, where the data is recorded on a secure system, which cannot be altered without such alteration being detected. (AL5)
- 7.3.1.5 Altitude. Methods for the measurement and checking of altitude are determined by the FAI Air Sport Commission concerned. These may be by the use of calibrated barographs, flight recorders (including those recording GNSS fixes as well as pressure altitude), sighting frames, observation aircraft, or ranging radar. (AL6)
- 7.3.1.6 Equipment limitations. Any requirements, limitations or prohibitions on equipment to be carried shall be specified by the FAI Air Sport Commission concerned.
- 7.3.1.7 Evidence from photographic sources or from data from navigation aids. Evidence from photographic sources or from data recorded in flight from navigational aids may be used to verify flight evidence as specified in the Specialised Sections, including any requirements for sealing of equipments.
- 7.3.1.7.1 Photography. Photographic sources are taken as any imaging device including cameras which record images on film, disc or videotape in the visual or Infra-Red (IR) spectrum (such as near-IR intensifiers or far-IR thermal imagers). Photos concerning a flight or separate flight leg shall be on a single uncut length of film or single cassette tape, but if a film is inadvertently cut during processing, the resulting photos may be used for verification if it is possible to prove that they came from the same film and were in the correct sequence. Date and pilot identification shall appear on the film.
- 7.3.1.7.2 Navigational Aids. Fixes from navigational aids such as Global Navigation Satellite Systems such as the US GPS and the Russian GLONASS may also be used if fix accuracies and the sequence of fixes shown are compatible with the element of the Flight Performance to be validated, such as to show proof of presence in an Observation Zone. Such sequences of navigational fixes shall be recorded at the time in flight by a method approved in the relevant specialised section of the Sporting Code, and which has control procedures to prevent cheating or corruption of data.

7.4 **ACCURACY OF MEASUREMENT**

- 7.4.1 The Specialised Sections of the Sporting Code shall specify the accuracy of measurement required and any methods to be used.
- 7.4.2 The FAI reserves the right to require proof of the accuracy of measurement and calculation. It may refuse certification if the information is insufficient.

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## **CHAPTER 8**

### **FAI LICENCES**

#### **8.1 SPORTING LICENCE**

8.1.1 **STATUTORY RIGHTS.** Only FAI members holding FAI Sporting Powers in their countries have the right to issue FAI Sporting Licences.

8.1.2 **HOLDER'S RESPONSIBILITY.** The holder shall sign his sporting licence. In doing so he acknowledges that he knows and understands the FAI Sporting Code and commits himself to abide by it. Only holders of a valid FAI Sporting Licence as defined in 8.1.5 are permitted to participate in FAI sporting events and record attempts.

8.1.3 **ISSUE OF SPORTING LICENCES.** Each NAC has the power to issue FAI sporting licences on proof of identity to those of its individual members who are either citizens or residents of that NAC's country.

#### **8.1.3.1 Identification**

8.1.3.1.1 The citizenship of a person is proved by an identification document stating his citizenship and issued by or on behalf of the government of the country concerned.

8.1.3.1.2 The residency of a person means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties, or in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.

8.1.3.1.3 The identity of a person without nationality is proved by the residence permit issued by or on behalf of the government of that country of residence.

8.1.3.2 A person shall not at the same time hold a Sporting Licence issued by more than one NAC. An individual who under the provisions of 8.1.3.6 elects to transfer from one NAC to another, may be issued a sporting licence by his new NAC only after notification to his former NAC and after withdrawal of any valid sporting licence issued by that former NAC.

8.1.3.3 The right to issue sporting licences may not be delegated by an NAC, but an NAC may involve other aeronautical bodies within its country in their distribution. In the event of a sporting licence, valid for one discipline, being withdrawn from an individual, the NAC must ensure that all other sporting licences issued to that individual (8.1.3.2) also be withdrawn.

8.1.3.4 An NAC may refuse to issue a sporting licence.

8.1.3.5 In compliance with FAI Statute 1.8.2, the Secretary General of the FAI, authorised by the FAI Executive Board or the Air Sport Commission concerned, may issue a sporting licence to an individual who cannot obtain a sporting licence under the provisions of 8.1.3.6. This right shall not be exercised with regard to individuals who are either citizens or residents of a country with an NAC in good standing. (AL5)

#### **8.1.3.6 Rights of representation**

8.1.3.6.1 A citizen of a country may be issued with a FAI Sporting Licence to represent the NAC of that country, except that if a person has multiple nationality, he (or she) shall not have represented a different NAC in any FAI airsport activities during the three years preceding the event concerned.

- 8.1.3.6.2 A resident of a country who is not a citizen of that country may be issued a sporting licence to represent the NAC of his country of residence :
- a) In Second Category international sporting events;
  - b) In First Category events, provided he has been a resident of that country during the three years preceding the event concerned, and he did not represent a different NAC in any FAI Airsport Activities during that period.

8.1.4 SPORTING LICENCE FORM

8.1.4.1 All items contained in the specimen in 8.1.7 are mandatory. Except the words "Fédération Aéronautique Internationale" and "Sporting Licence" or "Licence Sportive", they may be printed in the national language of the country of the issuing NAC. The text describing the holder's rights shall be printed also in English or French where the national language is other than one of these two.

8.1.4.2 The sporting licence may have recorded upon it the sports for which it is valid.

8.1.5. VALIDITY OF SPORTING LICENCES

8.1.5.1 An FAI sporting licence shall be recognised by all NACs. It shall be valid only if it contains :

- a. Personal data and signature of the holder,
- b. A number given by the issuing NAC,
- c. The issuing NAC's full name, its seal (stamp) or logo and the signature of its President or his designated representative,
- d. The FAI logo or FAI stamp,
- e. The date of expiry.

8.1.5.2 The holder of a sporting licence may be required to produce an official document bearing his photograph and signature in proof of identity.

8.1.6 WITHDRAWAL OF SPORTING LICENCES. A Sporting Licence may be withdrawn by the FAI or the NAC that issued it.

8.1.7 SAMPLE FORM OF SPORTING LICENCE.

Front : FEDERATION AERONAUTIQUE INTERNATIONALE

NAC (Logo, name, address)      FAI Logo

Sports practised (optional)      Holder's photograph (optional)

SPORTING LICENCE valid until ..... 20.....

Name .....      Date of birth .....

Home address (optional)      .....

.....

Signature of holder

Authorised NAC Official

Back : "This licence, to be valid, must bear the FAI logo and be signed by the holder who, in signing it, acknowledges that he knows and understands the Sporting Code of the FAI and agrees to abide by it. This licence is issued on behalf of the FAI and may be withdrawn at any time. This licence is valid in all countries represented in the FAI. It must



be produced in order to take part in sporting events or to attempt records governed by FAI regulations."

- 8.1.8 **OTHER FORMS OF SPORTING LICENCE.** An NAC may issue Sporting Licences in combination with other documents such as membership cards and proficiency certificates. Such formats shall, however, comply with the requirements set out in 8.1.4 and 8.1.5.
- 8.1.8.1. **UAV Records.** For attempts on Unmanned Aerial Vehicle (UAV) records under Section 12 of the Sporting Code, an FAI UAV Record Licence will be issued. Other Chapter 8 procedures apply, replacing the term "Sporting Licence" by "UAV Record Licence". Such a licence may be issued to a corporate organisation rather than to an individual, normally to the operating authority for the particular type of UAV concerned. (AL5)
- 8.2. **CERTIFICATES OF PROFICIENCY.** Certificates of proficiency are documents recognising the level of performance or qualifications of an individual. They may be issued in any of the FAI Sports. The requirements and rights accorded to the holders of proficiency certificates are determined by the FAI Air Sport Commissions and detailed in the relevant Sections of the Sporting Code.
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## Chapter 9

### APPEALS TO THE FAI

- 9.1 **RIGHT OF APPEAL.** The right of appeal to FAI rests with the NAC concerned, except for matters under 3.11.2 for which the person concerned has a right of appeal, see 3.11.2.8. The FAI Air Sport General Commission (CASI) is responsible for the treatment of appeals. (AL1)
- 9.2 **NOTICE OF APPEAL.** Notice of Appeal to FAI must be made in writing in English or French and addressed to the FAI Secretary General by the authorised representative of the NAC concerned. It shall be accompanied by all necessary documents and a deposit. The amount of the deposit shall be fixed each year by FAI.
- 9.3 **TIME LIMIT.** An appeal to FAI must be received at FAI Headquarters within 90 days from the announcement of the decision leading to the appeal. This time may, in special circumstances, be extended by the President of CASI.
- 9.4 **TREATMENT OF APPEALS.** If CASI decides that an appeal made in accordance with 9.2 and 9.3 should proceed, it will organise an International Appeals Tribunal. The Tribunal will consist of at least three members appointed by CASI, none of them being from the parties involved..
- 9.4.1 **HEARING.** All relevant involved parties may be present at the hearing. They must be given notice of the appeal in good time, and shall have the right to call witnesses. Their absence from the hearing shall not hold up proceedings.
- 9.4.2 **FINALITY OF DECISION.** The International Appeals Tribunal may set aside any decision against which an appeal is lodged and, according to the circumstances, may reduce or increase any penalty. It shall however not have the right to order a competition to be run again. It has the right to alter the results of an international sporting event, and to reclaim medals or withdraw the title of champion. It may also re-award medals and titles. In giving judgement on an appeal, the International Appeals Tribunal shall decide on the question of the refund of any of the deposit and the apportionment of the costs of the appeal. Tribunal decisions are final unless major new factual issues are revealed later, which could affect the result. If in doubt, CASI will decide on further action.
- 9.5 **PUBLICATION OF DECISION.** The FAI has the right to publish the judgement and give the names of the persons concerned. These persons may not use the publication of the judgement in order to institute proceedings against the FAI or against any person who made the publication.
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## Chapter 10

### AMENDMENTS

10.1 The General Section and each of the numbered Sections of the Sporting Code required by the FAI Statutes may be amended by recommendation of CASI or the appropriate FAI Air Sport Commission.

10.2 Amendments to the Sporting Code General Section shall come into force on the date agreed by CASI. FAI Air Sport Commissions shall determine the regular date for annual amendments to the Sporting Code(s) for which they are responsible (table, 1.4). Amendments that have safety implications may have immediate effect. (AL7)

10.3 Amendments and complete amended versions of sections of the Sporting Code are published by the FAI Secretariat on the appropriate web pages. These amendments shall be published in a standard format for all Sections of the Sporting Code in a manner substantially as follows : (AL7)

Amendment number: .....

Date of approval: ..... day ..... month ..... year

*(Note: number is the sequence of amendments; date is that on which the amendment was approved for issue).*

To Section : .....

Valid as from(Date): .....

*(Note: Validity date is the date when the provisions of the amendment start to apply to the activity concerned)*

10.4 It shall be the responsibility of each NAC to maintain current those Sections of the Sporting Code which are of direct concern.

10.5 Amendments and complete amended versions of the Sporting Code General Section are published by the FAI secretariat, acting for CASI. Where an amendment is agreed, the complete new GS will be published on the appropriate FAI web page as soon as it is ready. It will take effect on the first of the month agreed for implementation. This will normally be the second month after that in which the relevant CASI meeting was held. The FAI web reference for the latest GS version is as follows:

[http://www.fai.org/sporting\\_code/scg-download.asp](http://www.fai.org/sporting_code/scg-download.asp)

Within Nations, the National Airsport Control (NAC) organisation is then responsible for making sure that their officials and other holders of the Sporting Code General Section are aware of the above and are using the correct version for the year concerned. Such individuals include Officials including Members of appropriate Committees, Championship Directors, Judges, Official Observers and others requiring copies of the GS. (AL7)

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## **FAI PREFERRED TERMINOLOGY** **FOR FLIGHT DEFINITIONS**

Specialised Sections of the Code. Each specialised section should contain additional rules and regulations that apply to a specific FAI activity. The responsibility for the development and maintenance of each specialised section rests with the appropriate FAI Air Sport Commission (list, para 1.4).

Principle. Where a Specialised Section of the Code requires a rule or definition similar to one already included in this annex, it should base the wording of its rule on that given here wherever possible. In order to allow for the rules necessary for a wide range of airsports, this annex gives alternatives of wording (designated a, b, c, d, etc) within a particular para; the sporting commission concerned should consider these alternatives and choose the one relevant to their activity, publishing the alternative in full in their section of the code.

Drafting Specialised Sections of the Code. To allow for special conditions and needs of particular airsports, a Specialised Section will frequently need to amplify the wording given in the GS with extra explanatory notes or rules of detail. The object should be that a Specialised Section should be drafted so as to be clearly understandable to persons needing to use it, such as officials, Judges and Official Observers, who may not have detailed knowledge of the FAI structure, its procedures, Statutes and By-Laws, or of the details of the General Section of the Code.

Exceptions. FAI recognises that in some areas of particular airsports, detailed terminology necessary in a Specialised Section of the code may not comply with the terminology suggested here. Where this occurs, the sporting commission concerned should be able to demonstrate the reason why such divergence is required. The principle should be that efforts should be made to use the terms of this annex in the first instance, only resorting to contrary wording where the commission concerned deems it necessary for the proper and fair management and supervision of the sport or activity concerned, and due to the special nature of conditions associated with particular sport or activity.

### **Flight Definitions.**

A1 **Flight.** An event which starts at takeoff and ends with a landing, and contains a Flight Performance (para 4) which is to be validated by an NAC and/or FAI.

A2 **Free Flight.** That part of a flight in which an aircraft is not towed, carried or assisted by another aircraft or separate external or jettisonable power source.

A3 **Free Fall.** The passage through the air of a person between release or departure from an aircraft and the use of a parachute or other means of substantially modifying the fall rate.

A4 **Flight Performance.** The achievement attained during free flight or free fall, the evidence for which is put forward for validation of the achievement to an NAC or by FAI, to Sporting Code criteria.

A5 **Uncompleted Flight.** A flight is deemed to be uncompleted if; EITHER,

An accident occurs during the flight resulting in the death of any member of the crew within 48 hours or, excepting for parachuting events, any person leaves the aircraft during the flight ; OR,

Any part of the aircraft or its equipment is shed or jettisoned other than permitted jettisonable equipment, ballast or fuel.

A6 **Types of Flight.** Flight Performances from one or more of the following types of flight may be claimed and validated for an individual flight.

- A6.1 Distance Flight. A flight performance measured for distance over a Course (para 7).
- A6.2 Speed Flight. A flight performance timed and calculated for speed over the distance of a Course (para 7).
- A6.3 Goal Flight. A flight performance over a course declared before take-off. A goal flight may also be a Distance Flight or a Speed Flight, but a Distance Flight or a Speed Flight need not necessarily be a Goal Flight. See also 7.2 on Declared Courses. (AL5)
- A6.4 Duration Flight. A flight performance timed from a Start Point to a Finish Point.
- A6.5 Height Flights. (See glossary for definitions of Altitude and Height)
- A6.5.1 Height Flight. A flight performance measured for height achieved or maintained.
- A6.5.2 Altitude Flight. A flight performance measured for altitude achieved or maintained.
- A6.5.3 Gain of Height Flight. A flight performance measured for gain of height between any low height and the subsequent greatest height.
- A6.6 Time of Climb Flight. A flight performance timed from a standing start to the time at which a designated height is achieved.
- A7 **Courses** - A Course for FAI purposes consists of the distance between a start point and a finish point via any turn points or control points. Distance is the shortest distance on the earth's surface between the two points concerned, measured in accordance with the FAI assumption of the shape of the Earth, see Chapter 7 in the main body of this Code (para 7.3.1.1).
- A7.1 Approved Course. A course measured in advance and approved by an NAC for FAI purposes.
- A7.2 Declared Course. A course declared in advance by the pilot; the course for a proposed Goal Flight. In the event of several declarations for the Flight Performance, only the most recent shall be valid. For a course with turn point(s) the declaration must include the sequence in which these points are to be reached. Declarations may be written on paper or may be recorded, dated and timed electronically, such as through a GNSS Flight Recorder, approved for this purpose by the ASC concerned (see also Chapter 7, Para. 7.3.1.7.2) (AL5)
- A7.3 Closed-Circuit Course A course in which the start and finish points are at the same place.
- A7.3.1 Out-and-return Flight. A closed-circuit flight performance to a single turn point.
- A7.3.2 Triangular Course. A closed-circuit flight performance around two turn points. For FAI purposes such as triangle records each leg of a triangular course should not be less than 10% or more than 45% of the total course distance. *This is to ensure that the turn points are not so close that the course is, in effect, and out-and-return. For a 100 km triangle the minimum TP separation under this rule would be 10 km.*
- A7.3.3 Polygon Course. A closed-circuit flight performance around a course with three or more turn points.
- A7.3.4 Lap. A single completed flight performance around a closed-circuit course. A flight performance may include more than one lap of a course.



## A8 **Start of a Flight Performance**

A8.1 **Start point.** The start of the FAI Flight Performance for measurement purposes. Depending on the activity and type of flight concerned, the start point may be one of the following :

- a. The point of start of the takeoff roll (Standing Start); OR,
- b. A point during the Takeoff Roll (Running Start); OR,
- c. The take-off point; OR,
- d. The point of release of tow; OR,
- e. The crossing of a start line; OR,
- f. The point where a parachutist exits (known as the Exit Point); OR,
- g. A precise ground feature where presence in a designated sector in a direction remote from the first leg of the course (The Observation Zone, para 13.2) is shown by direct observation, photography, GPS, navigational aid, radar, or other approved method; OR,
- h. The point of lowest altitude used for measurement of a Height Flight (2.3.5); OR,
- i. Other types of Start as defined in a Specialised Section of the Sporting Code and relevant to that particular sport or activity.

A8.2 **Start time.** The time at the start point.

A8.2.1 **Exit Time.** In parachuting, the time at the exit point.

A8.3 **Start altitude.** The altitude at the start point.

A8.3.1 **Exit Altitude.** In parachuting, the altitude at the exit point.

A8.4 **Start line.** A gateway of a designated width and height, the base being specified on the surface of the earth and being approximately at right angles to the first leg of the course.

A8.4.1 **Crossing a Start Line.** A start line is crossed when the nose of the aircraft cuts the line. Time measurement is from the precise time of crossing, distance measurement is from the centre point of the start line.

A8.5 **Types of start**

A8.5.1 **Flying Start.** Where the aircraft is in free flight at the start point.

A8.5.2 **Running Start.** Where the aircraft is still in contact with ground or water at the start point.

A8.5.3 **Standing Start.** A start by a stationary aircraft timed from the giving of a "go" signal.

A8.6 **Take-off point.** The precise point at which all parts of an aircraft or its crew cease to be in contact with or connected to the ground or water.

A8.7 **Take-off place.** The name of the airfield or place from which the take-off is made.

A8.8 **Point of Release.** The point vertically below an aircraft when it releases from a tow.

A9 **Turn Point.** A clearly defined precise point feature on the surface of the earth which, when reached in flight, is used for measurement purposes as part of a flight course.

- A.9.1 **Reaching a Turn Point**. A turn point is reached when EITHER ;
- a. The entire aircraft is observed to pass outside the vertical projection of the centre of the turn point feature or pylon; OR,
  - b. When the entire aircraft is shown to have entered a defined sector (The Observation Zone, para 13.1) outside the angle made by the adjacent legs of the course. Presence in the Observation Zone may be shown by direct observation, photography, GPS, navigation aid, radar, or other approved method.
- A.10 **Control Point** - a point which an aircraft is required to reach or to land at during a flight along a course. A control point is reached when the aircraft is shown to have complied with the rule for reaching a Turn Point; OR when the aircraft lands at the point. *A control point at which a landing is not required may be used instead of a Turn Point in cases where restricted airspace has to be avoided but the course distance for FAI purposes is measured via only the turn points.*
- A.11 **Position Check Point** - a point reached during a flight but not necessarily declared before flight. The rule for reaching a Turn Point applies.
- A.12 **Finish of a Flight Performance**
- A.12.1 **Finish point**. The finish of an FAI Flight Performance for measurement purposes. Depending on the activity and type of flight concerned, the finish point may be one of the following :
- a. The Landing Point; OR,
  - b. The crossing of a finish line; OR,
  - c. A precise ground feature where presence in a designated sector in a direction remote from the last leg of the course (The Observation Zone, para 13.2) and at an altitude not lower than that of the ground feature concerned, is shown by direct observation, photography, GPS, navigation aid, radar, or other approved method; OR,
  - d. The point of highest altitude used for measurement of a Height Flight (2.3.5); OR,
  - e. Other types of Finish as defined in a Specialised Section of the Sporting Code and relevant to that particular sport or activity.
- A.12.2 **Finish time**. The time at the Finish Point.
- A.12.3 **Finish altitude**. The altitude above sea level at the Finish point.
- A.12.4 **Finish line**. A gateway of a designated width and height, the base being specified on the surface of the earth and being approximately at right angles to the last leg of the course.
- A.12.4 **Crossing a Finish Line**. A finish line is crossed when the nose of the aircraft cuts the line unassisted by any force external to the aircraft. Time measurement is from the precise time of crossing, distance measurement is from the centre point of the finish line.
- A.12.5 **Landing Point**. The precise point at which any part of an aircraft, its crew, or a parachutist's body or appendage EITHER ;
- a) first touches the ground or water; OR,
  - b) comes to rest after landing.

*Individual sports and activities should choose the alternative relevant to them.*

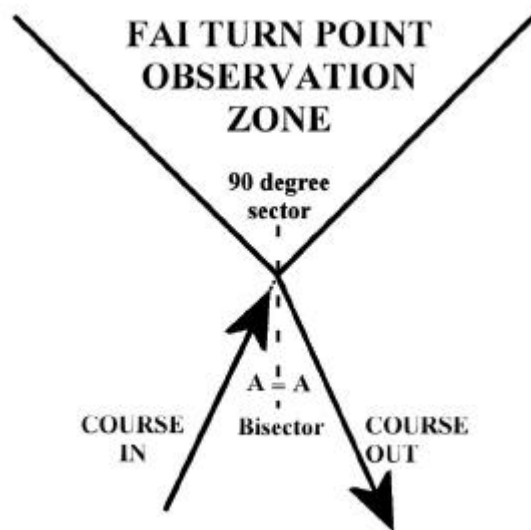
A12.6 Landing Time. The time at the Landing Point.

A12.7 Landing Place. The name of the airfield or the place at which the landing is made.

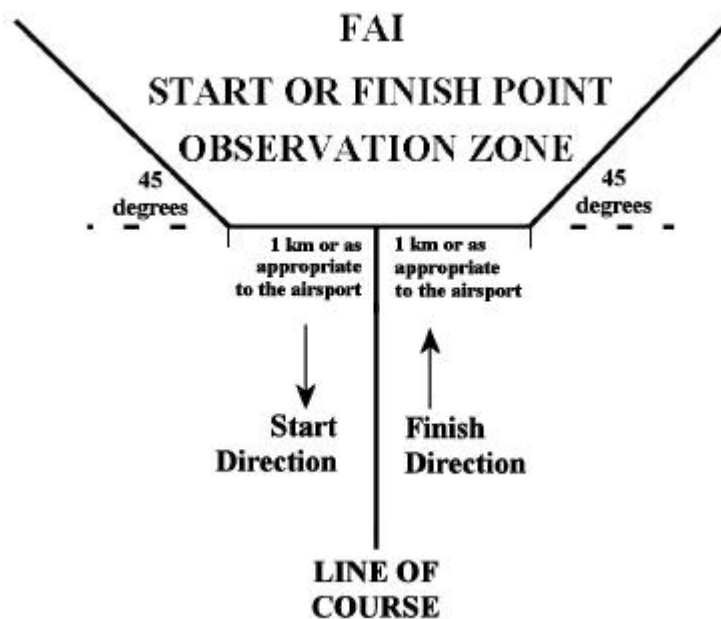
A12.8 Target Landing. A landing in which the distance of the designated part of a person or of an aircraft from a target centre is precisely measured.

A13 Observation Zones. Observation Zones (OZ) consist of the airspace above and enclosed by the following lines on the earth's surface:

A13.1 Turn Point. For a Turn Point the OZ is based on a 90° quadrant on the ground with its apex at the Point concerned and orientated symmetrically to and remote from the two legs of the course at the Turning Point.



A13.2 Start and Finish Points. The OZ for start and finish points is based on a 2 kilometre line (or other distance appropriate to the airport concerned), the centre of which passes through the start or finish point. The line is orientated at right angles (90°) to the first leg of the course at the start point and the last leg of the course at the finish point. At the extremities of the line, the OZ boundary continues at a 45° angle to the extended line in a direction remote from the course at that point.



A13.3 Proof of Presence on the Observation Zone (OZ). Proof of presence in an OZ may be by visual observation from the ground, by radar, or a tracking device approved by the ASC concerned, from an assessment of photographs taken from the aircraft of ground features, or from a valid GNSS fix in the OZ, produced by a GNSS Flight Recorder carried in the aircraft and approved for this purpose by the ASC concerned (See also 7.3.1.7.2) (AL5)

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# **GLOSSARY OF TERMS** **AND** **ABBREVIATIONS**

*This section amplifies a number of terms which are used in the main text and gives some generally accepted definitions and abbreviations relevant to air sports*

## **Numerical**

1	(Sporting Code Section) - Aerostats	
2	(Sporting Code Section) - General Aviation	
3	(Sporting Code Section) - Gliding	
4	(Sporting Code Section) - Aeromodelling	
5	(Sporting Code Section) - Parachuting	
6	(Sporting Code Section) - Aerobatics	
7	(Sporting Code Section) - Hang Gliding	
8	(Sporting Code Section) - Astronautics	
9	(Sporting Code Section) - Rotorcraft	
10	(Sporting Code Section) - Microlights	
11	(Sporting Code Section) - Human Powered Aircraft	
12	(Sporting Code Section) - Unmanned Aerial Vehicles	(AL5)

## **Other Documents Available**

In addition to the sections of the Sporting Code (table, para 1.4), other Documents are available from FAI on request :

- FAI Distance Calculations (Ex GS Annex B)
- FAI Anti-Doping Control Regulations for Air Sports (3.11.2.6 refers)
- Rules for FAI WAG (3.1.7 refers)
- International Jury Members Handbook (4.3.2.5 refers)
- Technical Specification for IGC-approved GNSS Flight Recorders (*Although this document is maintained by IGC, other airsports may wish to use it, or parts of it such as the common data file standard which enables analysis programmes developed for it to be used.*) (AL 2)

## **Alphabetical**

A	(FAI Class) - Balloons
Aerodyne	See Chapter 2 for definitions, page 2 – 1
Aeronautics	For FAI purposes, aerial activity, including all air sports, equal to or less than 100 kilometres of the earth's surface (Source: Statutes, Preamble, Terms). See also under Space. (AL6)
Aerostat	See Chapter 2 for definitions, page 2 - 1
Aircraft	See Chapter 2 for definitions, page 2 - 1
AL	Amendment List (For the GS, takes effect on the 1 Jan following issue by FAI)
Altitude	The vertical distance from mean sea level (MSL). See also `QNH', and `Height'.
AMSL	Above Mean Sea Level
ASC	Air Sport Commission (List, page 1-2), responsible for a specific Sporting Code section.
AUW	All Up Weight / Mass
B	(FAI Class) - Airships/Dirigibles
C	(FAI Class) - Aeroplanes
C	(Temperature) - Celsius
CAS	Calibrated Airspeed (IAS corrected for Instrument and Pressure Errors)
CASI	Commission d'Aéronautique Sportive Internationale (the Air Sport General Commission of FAI)
Certification	The signature on and preparation of certificates and other documents concerned with the process of flight verification with a view to validation of an FAI Flight Performance
CIA	Commission Internationale d'Aérostation, the International Ballooning Commission

CIACA	Commission Internationale des Amateurs Constructeurs d'Aéronefs, the FAI Amateur-built and Experimental Aircraft Commission. A technical commission of FAI. (AL7)
CIAM	Commission Internationale d'Aéromodélisme, the International Aeromodelling Commission
CIEA	Commission Internationale d'Education Aéronautique et Spatiale, the education commission. A technical commission of FAI. (AL1)
CIG	Commission Internationale de Giravation, the International Rotorcraft Commission
CIMA	Commission Internationale de Micro-Aviation, the International Microlight Commission
CIMP	Commission Internationale Médico-Physiologique, the medical commission. A technical commission of FAI. (AL1)
CIVA	Commission Internationale de Voltige Aérienne, the International Aerobatics Commission
CIVL	Commission Internationale de Vol Libre, the International Hang Gliding and Paragliding Commission (AL7)
C of A	Certificate of Airworthiness
Commission	FAI Commissions consist of Air Sport Commissions (ASC) and Technical Commissions. The ASC are listed on page 1-2 and each one is responsible for a specific section of the Sporting Code. Technical commissions consist of CIACA, CIEA, CIMP and EnvC, see under these initials in this glossary. (AL1)
CP	Control Point
D	(FAI Class) - Gliders
DM	(FAI Class) - Motor Gliders
E	(FAI Class) - Rotorcraft (Helicopters and Autogyros)
Ellipsoid	A three-dimensional ellipse, commonly used as an Earth model. See under WGS84 ellipsoid. (AL6)
EnvC	The Environmental Commission. A technical commission of FAI. (AL1)
F	(FAI Class) - Model Aircraft (AL7)
FAI	Fédération Aéronautique Internationale, with its headquarters in Lausanne, Switzerland.
FAI Sphere	This has a radius of 6371km exactly, and has a similar volume to that of the WGS 84 ellipsoid. Where this is used for distance calculation, the distance for FAI purposes shall be the length of the arc of the great circle joining given points defined by their geographical coordinates, using the same Geodetic Datum for each set of co-ordinates. A short paper titled "FAI Distance Calculations" giving the appropriate formulas and methodology, is available from the FAI Secretariat. Also, a small PC-based distance calculation program is available by email from the FAI office. (AL6)
g	Acceleration due to gravity (9.81 m/sec <sup>2</sup> )
G	Multiple of gravity force on an aircraft under acceleration
G	(FAI Class) - Parachuting
GAC	General Aviation Commission
Geodesic	This describes the shortest distance between two points on the surface of an ellipsoidal world model. It is the ellipsoid equivalent to a Great Circle on a sphere. Once accurate lat/longs are available based on the same geodetic datum, the ellipsoid/geodesic distance between them can be calculated using one of a number of freeware computer programs that are commonly available. For FAI distance calculation purposes, the WGS84 ellipsoid is used (GS 7.3.1.1). A small PC-based distance calculation program for the WGS84 ellipsoid is available by email from the FAI office. (AL6)
Geodetic Datum	- The mathematical model of the earth (and its orientation to the earth) which is used in laying out the positional reference system (lat/long, kilometre grid, etc) before the map projection process is used to transform the three-dimensional surface of the earth model (including topographical features and the reference grid) into a flat map sheet. Some 200 Geodetic Datums (GD) are in current use and generally were chosen for the 'best fit' of their particular mathematical model to the shape of the earth over the map area concerned. Lat/long figures, to be unambiguous, should quote the GD used which is normally given in the data at the edge of each map. The WGS 84 Datum is generally accepted as the best simple mathematical model for the <u>overall</u> shape of the earth, and is an ellipsoid with an equatorial radius of 6378.1370 km and a polar radius of 6356.7523 km, and is centred on the earth's centre and orientated to the spin axis. PC-based transformation programmes are available which convert latitudes and longitudes from those relevant to one Geodetic Datum, to WGS 84 or other Datums. Differences vary from a few metres to a few kilometres. These differences are not errors, each lat/long figure is perfectly correct, it is only the different GD (world mathematical model) which changes the lat/long figures for a given point on the earth's surface. Therefore, for distance calculations to be accurate, the lat/longs of points at the beginning and end of the leg concerned must be with

respect to the same G (see para 7.3.1.1). The calculations themselves use these standardised lat/longs, applied to a distance calculation formula based on the FAI earth model given in para 7.3.1.1. The WGS 84 Datum can be used in deriving lat/longs for long distance calculations and is used by ICAO and national aviation agencies in defining highly accurate standardised runway datums for the future use of GPS as a runway approach aid.

GLONASS	Global Orbital Navigation Satellite System, the Russian GNSS system similar to the US GPS
GNSS	Global Navigation Satellite System (Generic term for all systems such as the Russian GLONASS and the US GPS)
GPS	Global Positioning System (US GNSS System presently managed by the Department of Defense)
GPS	Global Positioning System (US GNSS System presently managed by the Department of Defense)
H	(FAI Class) - Vertical Take-off and Landing Aircraft
Height	The vertical distance from a given height datum such as the take-off place. See also 'QFE', and 'Altitude'.
Homologation	The validation of a Flight Performance by an NAC or FAI for record purposes
hPa	Hecto Pascal (Pressure unit, equal to a millibar)
I	(FAI Class) - Human Powered Aircraft
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation (HQ in Montreal, Canada)
ICARE	International Commission for Astronautics Records
IGC	International Gliding Commission
IPC	International Parachuting Commission
International Standard Atmosphere (ISA)	The ISA to be used for FAI matters is given in ICAO Document 7488 tables 3 and 4. It assumes a temperature and pressure at sea level of 15°C and 760 mm of mercury (or 1013.25 mb/hPa), and a constant temperature lapse rate from sea level of 6.5°C per 1000 m (1.98°C/3.56°F per 1000 ft) rise in height, up to a height of 11,000 m (-56.5°C) which is assumed to be the Tropopause, above which constant temperature is assumed. Pressure figures from this ISA are used in calibration of barographs, because although the real atmosphere varies from day to day, for calibration purposes a set of internationally agreed figures are needed so that all calibrations are to the same datum, whether or not such figures correspond to 'true' height on a given day. A similar principle is used in calibrating pressure altimeters for aircraft, so that all aviation activities have a common standard of pressure height indication in the cockpit.
ISA	International Standard Atmosphere
K	(FAI Class) - Spacecraft
M	(FAI Class) - Tilt-Wing Aircraft
MG	Motor Glider (FAI Class)
min	Minute, unit of time (UT), compared to 'arcmin' which is 1 minute of angle
m/s	Metres per Second
MSL	Mean Sea Level
N	(FAI Class) - STOL Aircraft
NAC	National Airsport Control
O	(FAI Class) - Hang Gliders and Paragliders
O&R	Out and Return
Obligations	(such as to FAI) Obligations of NACs to FAI are listed in the FAI Statutes, search for the word "obligations". At the time of finalising this edition of the GS the relevant Statute number was 2.4.2.2. (AL6)
OO	Official Observer
P	(FAI Class) - Aerospacecraft
QFE	Pressure Setting which indicates zero altitude when at airfield height
QNH	Pressure Setting which indicates height above sea level
R	(FAI Class) - Microlights, Powered Hang Gliders and Powered Paragliders
S	(FAI Class) - Space Models
Shall	See under 'Wording'
Should	See under 'Wording'
Soaring	The utilisation of the vertical component of movements of air in the atmosphere for the purpose of sustaining flight, without the use of thrust from a means of propulsion. (AL6)
Space	For FAI purposes, activities above 100 kilometres from the earth's surface. See also under Aeronautics. (AL6)
Sphere	See FAI Sphere. (AL6)
STOL	Short TakeOff and Landing

TAS	True Air Speed	
Technical Commission	See under Commission.	(AL1)
TP	Turn Point	
U	(FAI Class) – Unmanned Aerial Vehicle	(AL5)
UT	UTC to the local hour convention	
UTC	Universal Time Co-ordinated (ex-GMT)	
Validation	An act of ratification or official approval. In FAI terms, the act of approving a Flight Performance (or an element of one such as reaching a Turn Point) for FAI purposes.	
Verification	The process of checking and assembling evidence with a view to validating a Flight Performance	
Vs	Stalling Speed	
VTOL	Vertical TakeOff and Landing	
WGS84 Ellipsoid	This is an ellipsoidal earth model with an equatorial radius of 6378,1370 km and a polar radius of 6356,7523 km. It is centred on the earth's centre and orientated to the spin axis. It is generally accepted as the best simple mathematical model for the overall shape of the earth and is used as the Geodetic Datum in many aeronautical maps. See also under "Geodesic" and "Geodetic Datum". For distance calculations using the WGS84 ellipsoid, a small PC-based program is available by email from the FAI office.	(AL6)
Wording	The use of “shall” and “must” implies that the aspect concerned is mandatory; the use of -mandatory recommendation; “may” indicates what is permitted and “will” indicates what is going to happen. Words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise. <i>Italics are used for explanatory notes.</i>	

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