Competition Rules BAF

Paragliding - Accuracy landing

2025 Edition
Effective 1 May 2025

Approved by
the 1st General Assembly of the
BAF Airsports Federation
on 6/4/2025

1. BAF AUTHORITY

1.1. The competition will be conducted under the authority granted by the Balkan Airsports Federation (BAF) according to the regulations of the Statute of the BAF, as approved by the General conference by the BAF. All participants accept these rules and the BAF regulations as binding by registering in the competition.

2. THE EVENTS

2.1. The events will comprised the following disciplines:

- Team Accuracy Landing
- Individual Male Accuracy Landing
- Individual Female Accuracy Landing
- Individual Junior Accuracy Landing

2.2. A junior competitor is a competitor under the age of 21 years or whose 21nd birthday occurs during the calendar year in which the relevant competition takes place.

2.3. Objective of the Events
Accuracy Landing: competitors aim to land on, or as close as possible to the center of a target. Competitor is responsible to present clearly the first contact with the target to the judges.

2.4. Performance Requirement
2.4.1. The accumulated total of all rounds is used to determine the final placing of teams or individuals. A minimum 5 number of rounds (maximum 10 rounds) must be completed to determine a team's and individuals placing and declare winners in any one event.
2.4.2. If, due to weather conditions or technical problems, there is a risk that the maximum number of rounds will not be played, the decision on which round the competition ends must be made before the start of the competition on the last day of the competition, with the participation of the captainsall teams (simple majority of votes). If the captains do not agree to end the competition earlier, the flights will take place until the time specified in the competition bulletin.

3. GENERAL RULES

3.1. Training flights
There are no official training flights

3.2. Launch/Take-off
The point and/or time at which all parts of the paraglider and its crew cease to be in contact with or connected to the ground.

3.3. A Flight
A flight by a paraglider starting at take-off and ending with the landing

3.4. A Landing
The point at which a flight is completed when any part of the paraglider pilot, his equipment (excluding speedbar, stirrup or tow yoke), or his wing first touches the ground; including the target, AMD and mat (if used).

3.5. Landing Point
The first point of contact where the pilot lands and which is measured as appropriate. A foot's first point of contact should be identified (heel, side, toe…). In the case of a 'flat footed' contact, or where two points of contact are coincident, the furthest point is deemed the landing point, which is measured and scored.

3.6. Fall
A fall means if any part of the pilot's body (other than his feet) or equipment (excluding the speed system, stirrup or tow yoke) touches the ground before the wing or before the competitor has exited 10 m from the target's dead centre disc.

3.7. Target
The target is a circular zone onto which the pilot aims to land for the purposes of the accuracy competition. It shall be situated on a flat practically horizontal area and represented by a clearly delineated circle with an automatic measuring device located in the centre.

3.8. Automatic Measuring Device
An electronic pad

3.9. Target Area
The area surrounding and including the target. It should be clearly delineated with defined access restriction. Within the target area will be wind indicators, judging table, video tripod(s), ambulance, spectator area, etc. The target area should be flat and practically horizontal for a minimum distance of 30 m from the AMD.

3.10. Expirience
3.10.1. Hill launch: Competitors must have good nil-wind as well as strong wind take-off skills. 3.10.2. Winch towing: Pilots should be prepared to demonstrate they have sufficient tow launch experience and skills.

3.11. National Team size - In the BAF event is teams from 5 males and 3 females.

4. ROUNDS

4.1 Take-off and Landing areas

The main take-offs and landing areas must be described precisely on the competition website. The Local Regulations must give the GPS references of these sites.

Competition website should include as a minimum:

- Hill launch: List site names, location, altitude, size of launch/preparation area, distance to/height above landing field, minimum time to drive to take-off from landing area, optional/emergency landing sites, wind directions etc. Alternative sites.

- Winch launch: List site/airfield name, location, size, layout, number/type of tow or winch systems and ancillary equipment required (quick release system, tensiometer, weak links etc.). Minimum/typical tow height, target size and location options, wind directions. Requirement for pilots to have a tow release for their own use.
- Maps etc. if appropriate.

4.2. Round format

4.2.1. Launch Intervals - Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The launch interval should be 1.5 minutes between pilots (unless specified by the Local Regulations) but may be adjusted as appropriate by the Launch Marshal.

4.2.2 Flying Order

4.2.2.1. Allocation of Flying Order - Pilots should take-off in a scheduled order. At registration, the Team Leader will confirm the team and the flying order of his team members. The team members will be allocated a flying order number 1, 2, 3 etc. At the start of the competition, teams will be drawn at random to determine the team flying order. Then, all the number 1s from each team fly first, followed by number 2s, 3s etc. Each competitor will then be given their individual contestant number.

4.2.2.2. Reverse Order - The Meet Director may choose to start any round, after the first round, with pilots launching in reverse order of their current competition position, providing it is announced to all pilots such that they can travel to the take-off area in sufficient time to prepare.

4.2.2.3. Final Round - When the Meet Director calls the final round (which may be either round 12 or an earlier round if, due to time constraints, the Meet Director declares in advance that this will be the final round of the competition), pilots shall launch in reverse order of their current competition position.

4.2.3. Maximising Flights

Meet Directors are encouraged to maximise the number of flights per day and may decide to start a new round even though it will not be possible to complete the round that day.

4.2.4 Taking-off

Competitors must fly in the published flying order according to their contestant numbers, unless they have prior permission from the Launch Marshal or Meet Director. Such permissions may be granted, for example, when a pilot's re-flight is required to complete an earlier round. The Launch Marshal may deem that the launch sequence should be temporarily adjusted dependent on local conditions and/or individual wing performance. Competitors who are not ready to fly in the established flying order when called forward by the Launch Marshal or those who launch without the Launch Marshal's permission, will be liable to a maximum score penalty in lieu of their score for that round.

4.2.5 Suspension or Stopping of a Round

The Meet Director may suspend launching if conditions become unsuitable or unsafe. When the launch window is re-opened, the round will normally continue from where it had been stopped. After a significant period of stand-down if there is a significant change in flying conditions, or as stated by the Meet Director or Safety Director, a pre-flier will launch first.

4.2.6 Failed Take-off

In the event of a failed take-off or a safety problem after take-off, which results in a landing at take-off or away from the target, the pilot will be eligible for a re-launch for that round.

5. TARGET

5.1 Location - Guideline for Hill Launch Setting
5.1.1. The location of the target must allow landing from any direction. Positioning of the target will be at the discretion of the Chief Judge and Meet Director after advice from the Safety Committee. The target may be relocated between rounds, but not while a round is in progress.
5.1.2. Guideline for target setting for hill launches: a ratio between projected distance and height difference (take off area - target) shall be at a maximum glide ratio of 5:1. If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.
5.2 Location - Guideline for Tow/Winch Launch Setting
5.2.1. The target should be located such that it can be easily reached if pilots release from the tow in all wind speeds up to the maximum specified for the competition. If wind strength or direction changes, the launch point can be moved at any time to compensate, at the discretion of the Meet Director.
5.2.2. The target may be relocated between rounds, but not while a round is in progress.
5.3 Automatic Measuring Device
The centre of the target must be an automatic device with a 'dead centre' disc of 2 cm in diameter in a contrasting colour. The automatic measuring device must be capable of measuring to a minimum distance of 15 cm from the edge of 'dead centre' disc in increments of 1 cm. The device must be set on a solid base plate. It must be fixed and kept as flat as possible at the level of the target. The same diameter of the dead centre disc must be used throughout the whole competition. The Chief Judge shall approve the automatic measuring device.
5.4 The Target
5.4.1. The target shall be a flat practically horizontal area represented by a clearly delineated circle with the automatic measuring device located in the centre. Clearly marked circles must be set at 0.5 m, 1,0 m and 2 m radius, measured from the edge of the dead centre disc to mark the area where competitor's scores are determined. The marking of circles is indicative and not intended for scoring.
5.4.2. An additional clearly marked circle shall be set at 10 m radius, measured from the edge of the dead centre disc to signify the area within which a fall is not allowed.
5.4.3. Target Size - The radius of the target and measuring field in BAF competitions shall be 2 or 5 metres.
5.4.4. Construction - The target should be of such material (grass, sand, carpet/mat etc.) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken. Target must be of non-slippery material, even if the weather is humid or there is frost or ice.
5.4.5. The target and target area should be flat and free from long grass, vegetation and flora that may interfere with marking a landing point. Grass should be mown to a low level (nominally 50 mm).
5.4.6. The Chief Judge shall approve the target surface and set up.
5.5. Limitations on Access
The Chief Judge will determine the area around the target that will be restricted to duty competition Officials only. This shall be a minimum 10 m radius from the outer periphery of the target. The border of the area shall be delineated and marked appropriately.

5.6. Wind Direction Indication

5.6.1. A high visibility windsock will be located in the target area and at a minimum of 5 m above ground level. The windsock shall be a minimum of 2.5 m in length and designed to fly horizontally in winds of 6 m/s. It shall be able to free to fly and not obstructed by guy lines. It shall be bi-coloured in bright colours, in contrast to the target area so that it is clearly visible from the air, and such that a dark colour is at the tapered end and a light colour is closest to the pole.

5.6.2. There shall be at least four light wind direction indicators (i.e. streamers) to indicate wind direction in winds of less than 1 m/s. They should be located within each quadrant of the target area approximately 15 m from the AMD. They shall be a minimum of 1,5 m long and mounted so that the trailing end is clear of the ground. They should be of a bright colour(s) in contrast to the target area and clearly visible from the air.

5.7. Wind Speed Recorder

The wind will be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m above ground level. In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of alternative electronic or mechanical instrumentation, which is located at a minimum of 5 m above ground level for the completion of the competition.

6. **SCORING**

6.1. Competition Validity

6.1.1. For the championship to be valid, at least 5 rounds must have been scored.
6.1.2. No more than 12 scored rounds are allowed. The Local Regulations shall state if less than 12 rounds are programmed.

6.2. Scoring Method

6.2.1 Pilot Scores

6.2.1.1. Competitors will be scored on the distance in centimetres between the landing point (i.e. the first point of ground contact) and the edge of the dead centre disc. The score shall be 0 cm, if the landing point is on the dead centre disc.
6.2.1.2. If the competitor lands outside the target he scores a maximum score which is the radius of the area where scores are measured.
6.2.1.3. Landing has to be made on the feet within a 10 m radius from the edge of the centre disc. If a competitor falls at landing, he will receive a maximum score equivalent to landing outside the target.
6.2.1.4. If a competitor lands in such a manner that the foot's first point of contact cannot be defined (heel, side, toe…), then the furthest point of the footprint is measured.
6.2.1.5. If a competitor lands with both feet together, then the furthest point of the furthest footprint is measured.

6.2.2. Automatic Measuring Device

6.2.2.1. Scores up to a minimum of 15 cm are to be measured by an automatic measuring device (AMD). Pressure applied by the competitor to the automatic measuring device shall make it record the score. If an automatic measuring device is found to be defective or not reset and the first point of ground contact has been on it, judges may measure that pilot's score manually provided they are able to do so with consistency and certainty.
6.2.2.2. It is recommended that the organiser provides a larger control mat on the target to show the pilot's first point of contact outside the automatic measuring device.

6.2.3. Individual Scores
The score of an individual shall be the aggregate of all the scores achieved by that competitor. When five or more valid rounds are completed, the worst one individual score is dropped. Every officially registered competitor should fly at least once during the competition to remain a valid, scoring competitor.
6.2.3.1 Junior competition ranking
The junior competition ranking is generated by exclusively listing junior pilots, with the score they achieved in the overall competition ranking.
Note: Junior rankings are calculated by aggregating the individual results of pilots of maximum 21 years of age. The age is determined by the calendar year in which the pilot has his birthday."
6.2.4 Team Scores
In BAF Championships, the nation's team score for each round will be calculated as the aggregate score of the best 4 pilots in the nation's team. If any nation has fewer than 4 competitors, then for each round a maximum score will be awarded to the team for each of the scores for which there is no competitor.

7. EQUIPMENT AIRWORTHINESS AND SAFETY STANDARDS

7.1. Paragliders
7.1.1. Classification - Only EN-Certified paragliders are permitted to fly.
7.1.2. Airworthiness Standard – Flight Limitations
Each glider shall be flown within the limitations of its certificate of airworthiness or permit to fly and its manufacturer's published limitations. Aerobatic manoeuvres are prohibited.
7.1.3. Proof of Airworthiness - Upon registration, pilots are required to sign the Certified Glider Certificate. See Guidelines and Templates.
7.1.4. Certified Gliders
7.1.4.1. A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day.
7.1.4.2. Modifications to a glider that take the glider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs.
7.1.4.3. Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications.
7.1.4.4. If permission is given by the Meet Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical or similar make and model.
7.1.5. Airworthiness Check
7.1.5.1. The organiser, preferably the Safety Director, shall make airworthiness checks during the competition. At any time during the championships, the organisers and officials have the right to inspect any competing glider and other equipment including, but not limited to, harness, emergency parachute, helmet, tow release equipment, footwear etc. and, if necessary, ground it for safety or non-compliance reasons.
7.1.5.2. The organisers shall apply any other penalties listed in these rules and the Local Regulations for non-compliance with class or airworthiness standards. All competing pilots are to cooperate with the organisers and officials.

7.2. Radio
7.2.1. The organisation should require pilots to carry a radio which is able to receive and transmit on the defined safety frequency. The safety frequency shall be set and used during the flying. Radio frequencies shall be specified in the Local Regulations.
7.2.2. Voice activated microphones (VOX operated) are strictly forbidden.
7.2.3. The use of radios, mobile phones or any other means of communication to coach competitors to the target (other than for safety reasons) is strictly forbidden.

7.3 Other Equipment
7.3.1 Harnesses
All pilots must fly with a harness and back protector combination in the configuration that has been tested to LTF09.
7.3.2 Helmets
All pilots must wear a helmet, certified to either EN966 (HPG), EN1077-A and –B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying.
7.3.3 Reserve Parachute
7.3.3.1. Pilots must carry a serviceable reserve (emergency or rescue) parachute.
7.3.3.2. Pilots shall make sure that they are within the maximum certified weight of the reserve parachute**.**

8. JUDGE

8.1. The Chief Judge for the competition must be a judge with National Judge qualifications.
8.2. The organizers of individual competitions may nominate their national judge to work in a judging panel of competitions in another country one month in advance.