



*Fédération  
Aéronautique  
Internationale*

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# Competition Rules

For

# Freestyle Canopy Piloting

2011 Edition  
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- 1 FAI Statutes, ..... Chapter 1, ..... para. 1.6  
2 FAI Sporting Code, Gen. Section, ..... Chapter 3, ..... para 3.1.3.  
3 FAI Statutes, ..... Chapter 1, ..... para 1.8.1  
4 FAI Statutes, ..... Chapter 2, ..... para 2.1.1; 2.4.2; 2.5.2 and 2.7.2  
5 FAI By-Laws, ..... Chapter 1, ..... para 1.2.1  
6 FAI Statutes, ..... Chapter 2, ..... para 2.4.2.2.5  
7 FAI By-Laws, ..... Chapter 1, ..... paras 1.2.2 to 1.2.5  
8 FAI Statutes, ..... Chapter 5, ..... paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3  
9 FAI Sporting Code, Gen. Section, ..... Chapter 3, ..... para 3.1.7  
10 FAI Sporting Code, Gen. Section, ..... Chapter 1, ..... paras 1.2. and 1.4  
11 FAI Statutes, ..... Chapter 5, ..... para 5.2.3.3.7  
12 FAI Statutes, ..... Chapter 6, ..... para 6.1.2.1.3

## 1. FAI AUTHORITY

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

## 2 THE EVENT

### 2.1 Event Description

Freestyle: The competitor navigates his parachute through the course performing pre-determined or free moves.

### 2.2 Objective of the Event

Objective of the Freestyle Event: To navigate a parachute through a course contacting the surface of the water in the manner dictated by the chosen freestyle move(s).

### 2.3 Determination of the winners

Freestyle Event: The winners are the competitors with the highest cumulative points for all of the completed Freestyle Event rounds.

## 3 GENERAL RULES

### 3.1 Equipment

3.1.1 Hard-shell protective head covering must be worn by all competitors. Full-face helmets must have the visor removed.

3.1.2 All competitors must wear footwear that covers the whole foot.

3.1.3 Failure to wear protective head covering and footwear as per 3.1.1. and 3.1.2. while navigating a competition course will result in the minimum score for that round.

3.1.4 Protective body equipment may be worn and is strongly recommended. This must be of the type that will not hinder the competitor's parachute equipment or compromise safety.

3.1.5 The competitor's normal dressed weight, including parachute equipment, but not including additional weights, is used as a basis to define the maximum amount of additional weight. Random checks of maximum weight allowed will be performed either before or after a jump and recorded by a person designated by the FAI Controller and any competitor in excess of their allowed maximum weight will receive minimum score for that round. The maximum amount of additional weight, in accordance with addendum C, is calculated in relation to the competitors dressed weight and parachuting equipment. A competitor will be allowed one additional kilogram of weight above the maximum amount shown in Addendum C. The organiser must provide the scale used for weight checks. The scale must be available during official practice day and during competition days so that competitors have the opportunity to check additional weight loads.

Additional weight must have quick releases, must not come loose by itself and must be acceptable to the FAI Controller.

### 3.2 Safety violations

3.2.1 The first safety violation by a competitor will result in a yellow card warning from the Chief Judge to that competitor. Yellow cards will be issued for unsafe actions such as (but not limited to): low turns

or low approaches into the course, crowding or cutting off of lower competitors or erratic canopy control.

3.2.2 A second safety violation, resulting in a second yellow card, is the equivalent of the issuance of a red card. (see 3.2.3 below)

3.2.3 The issuance of a red card will result in the disqualification of the competitor from the competition, including the disregard of any competition results during this competition, and in the elimination of the competitor from further jumping in the competition.

A red card can be issued without a prior yellow card warning for any action that presents immediate danger to the competitor or others on the ground. Examples of this include low approaches over the crowd or flying the canopy in an uncontrolled manner into any person outside the course.

3.2.4 Notwithstanding and in addition to the above, a competitor may be disqualified from any event, at any time, by the mutual agreement of the FAI Controller and the Chief Judge, if it is determined that the competitor is performing in an unsafe manner. Safety violations observed during official practice jumps may also result in the issuance of yellow or red cards.

### **3.3 Exit Order**

3.3.1 Aircraft load and pass assignment for the first round shall be determined from the results of the previous competition rounds. Competitors will be grouped in reverse order of placing taken from the results of those previous competition rounds.

3.3.2 Within an exit pass, the exit order will be determined by the competitors, supervised and recorded by a person designated by the Chief Judge. The Meet Director or Chief Judge must be notified of any change prior to boarding.

3.3.3 There will be a maximum of four (4) competitors per exit pass.

3.3.4 The exit delay between competitors must be such so as to ensure safe separation and time to allow for any judging.

3.3.5 Competitors must enter the course in order of exit. Any competitor wilfully violating this rule will be issued the minimum score and possibly a yellow or red card warning. In circumstances beyond the control of the competitor, provided there will be no conflict with other competitors, he may enter the course and receive the assessed score.

3.3.6 The aircraft pilot will signal the competitors when they are clear to exit. All the competitors will be briefed on the specific exit and spotting signals at the pre-event competitors' meeting.

### **3.4 Exit Altitude**

3.4.1 The minimum exit altitude with 2 - 4 competitors on one pass shall be 1500 meters AGL.

3.4.2 The minimum exit altitude with one (1) competitor on one pass shall be 1200 meters AGL.

### **3.5 Malfunctions**

3.5.1 A competitor experiencing a control problem or malfunction requiring the use of the reserve canopy must make no attempt to navigate the course and must utilize an alternate landing area if accessible. A competitor will be granted only one re-jump during the competition, by reason of the mentioned problems.

3.5.2 A malfunction of the main parachute canopy, that creates a control problem for a competitor not requiring canopy release, may merit a re-jump. In this case the competitor shall make no attempt to land on the course. A qualified person, appointed by the Chief Judge, shall make an inspection of the equipment immediately after the competitor has landed to confirm that the competitor did suffer a

malfunction that was not created by the competitor himself (i.e. packing error). The competitor will not disturb the canopy condition prior to inspection.

A control problem is a condition of the parachute that makes it is virtually impossible to attempt a safe approach to the course.

### **3.6 Re-jumps**

**3.6.1 Re-jumps due to weather conditions:** If the winds exceed the maximum limit at any time after the competitor initiates their turn to final approach, and ending when the competitor either passes through the electronic sensors at the end of the course or makes final contact with the surface, the competitor will be awarded a re-jump by the Chief Judge or Event Judge.

If the competitor experiences adverse weather conditions, as determined by the Chief Judge or Event Judge, the competitor may be offered a re-jump.

A competition may be suspended if the Chief Judge or FAI Controller deems that the existing wind or weather conditions may pose a danger to competitors.

**3.6.2 Re-jumps due to interference:** A competitor who suffers interference from other competitors, jumpers or aircraft, either on the ground or in the air, may be offered a re-jump by a decision of the Chief Judge or Event Judge.

After landing, competitors shall exit the course immediately. If a competitor does not comply with this rule the competitor will get a minimum score for that round unless the circumstances are beyond the competitors' control as determined by the Chief Judge or the Event Judge. Any other competitor suffering interference as a result of a competitor not clearing the course immediately may be issued a re-jump, at the sole discretion of the Chief Judge or Event Judge.

If two or more competitors approach and/or enter the course close together and in the process create interference between each other, a re-jump may be awarded to one or more competitors, at the sole discretion of the Chief Judge or Event Judge.

### **3.7 Wind Conditions**

**3.7.1** The maximum allowable wind speed in Canopy Piloting, measured by an anemometer, is 7 m/s in any direction on the competition course.

**3.7.2** Near the course, there shall be an anemometric wind measuring system (SC5, 4.3.5) that shall be checked at 10-minute intervals. If the winds exceed 5 metres per second they shall be monitored constantly until the winds have remained below 5 metres per second for at least 15 minutes.

If there is a sudden change in ground wind direction of more than 90 degrees when the wind speed is more than 3 m/s, and automatically recorded by an electronic device, a competitor landing within 30 seconds after the wind change must be offered a re-jump. The competitor's decision must be made immediately.

A windsock shall be positioned within 50 metres of the course and must be fully visible for competitors approaching the course. The windsock must be capable of responding to winds of at least 2 m/s and shall be acceptable to the Chief Judge.

A wind direction indicator (streamer) mounted on a pole near, and within 20 metres of the entry gate, that is capable of responding to winds of less than 2 m/s, shall be placed by the Chief Judge or Event Judge.

The Chief Judge or Event Judge will decide the positions of the wind indicating devices, which are not reasons for protest.

## 4 RULES SPECIFIC TO THE FREESTYLE EVENT

- 4.1 Competitors may use any, or all, of the water portion of the course to make their freestyle move(s).
- 4.2 All competition jumps must have contact with the surface of the water at some point in time. Failure to contact the surface of the water will result in minimum points for that round.
- 4.3 Competitors failing to land outside the water portion of the course will receive minimum points for that round.
- 4.4 If any part of the body except the soles of the feet touch the surface of the ground first, or the competitor falls down, no points shall be awarded for the landing aspect of the move, for that round.
- 4.5 Round 1 shall be a compulsory round. Moves that may be made are: T, Nac-Nac, Crane, Cross-up, Can-Can, Walnut  
  
Round 2 is a free move that includes one of the six moves from round 1 or any one of the following moves: Superman, Method, Switchblade, Boomerang, Laz-Z-Boy, Flex-Head  
  
Round 3 is a free move that can be any of the moves from Rounds 1 or 2, or any other move(s) shown in Addendum B.
- 4.6 If a move in round 1 or 2 is repeated within the round, the best move will be scored.
- 4.7 Round 3 may be a combination of moves.
- 4.8 Competitors are requested to deliver a description of their freestyle move for each round before the start of competition. The Chief Judge will make available a form for this purpose, to be distributed at the competitor briefing.

## 5 JUDGING

- 5.1 Each performance shall be assessed by at least 5 qualified FAI Canopy Piloting Judges.
- 5.2 All Judges must be FAI Canopy Piloting Judges. FAI Canopy Piloting Judges in Training, provided they are under the direct supervision of the Chief of Judge Training or his designee, having attended the Judge's Conference, may be used in addition to the Official Panel of Judges.
- 5.3 The Chief Judge shall be responsible for determining a competitor's final score and placing.

### 5.4 Judging Freestyle :

Five Judges, positioned outside the course, shall be equipped with either a consist of ten signs, numbered 0 to 10, or individual electronic read-outs capable of indicating the numbers 0 to 10.

Judges shall indicate the value of each move(s) by either holding up the appropriate signage or activating their electronic read-out to show the appropriate score.

Judges shall judge each competitor's jumps displaying ONE score from 0 to 10, which represents and includes the following four aspects:

- a) Difficulty (Addendum B)
- b) Execution (performance)
- c) Time on water
- d) Landing

A score of 10 may only be awarded after a perfect performance in all four aspects of the move. The judges will take into consideration the following when including points for the landing aspect of the move.

(i) 1 point shall be included in the total score if the competitor remains standing after landing, but makes an additional step or steps before coming to a halt.

(ii) 2 points shall be included in the total score if the competitor remains standing after landing, with no change of position.

(iii) Only performances that include b) in the total score would be considered for a score of 10.

## **5.5 Other judging responsibilities**

All Judges shall watch for unsafe canopy flight by competitors. If a Judge witnesses what they feel was an unsafe act they shall inform the Chief Judge, so a yellow or red card may be issued, if appropriate.

During the event, a Judge or other person appointed by the Chief Judge, shall be positioned on or near the course to warn of approaching competitors. This person shall be equipped with an audible warning device of sufficient decibel levels that all Judges and support staff are aware of possible danger.

The Chief Judge must organize a Judges' conference prior to the start of the competition. All Judges shall attend the conference.

## **6 AWARDS**

6.1 Champion of the Event is: The competitor with the highest total number of points after completed rounds in the event. If two or more competitors have the same cumulative total number of points the competitor with the highest score in any round of the event will have the higher standing. If a tie remains for the first three places those tied competitors will be given co-placement.

6.2 Results for each round are calculated by adding the scores of all five judges. The highest combined total for each round is 50 points.

Medals will be given for the following:

Freestyle: 1<sup>st</sup> Place, 2<sup>nd</sup> Place, 3<sup>rd</sup> Place

## **7 RULES SPECIFIC TO THE COMPETITION**

### **7.1 Aims of the Competition**

7.1.1 To determine the Winners of Freestyle Canopy Piloting.

7.1.2 To promote safety and develop canopy piloting training and competition.

7.1.3 To exchange ideas and strengthen friendly relations between sport parachutists, judges and support personnel of all nations.

7.1.4 To allow participants to share and exchange experience, knowledge, and information.

7.1.5 To test the judging rules and incorporate this event into the standard Canopy Piloting Discipline

### **7.2 Program of Events**

7.2.1 The competition shall be comprised of three rounds.

7.2.2 The minimum number of rounds required for a valid event is one round.

7.2.3 All protests shall be accompanied by a fee of €50.

## **ADDENDUM A – GENERAL COURSE SPECIFICATIONS**

1. All courses must begin over a body of water and must as a minimum be of standard measurements specified in Addendum A of the CP-rules.
2. All freestyle courses must be a minimum of 15 metres wide and competitors may use the full water area of the pond.
3. The body of water must include at least 20 meters of safety area prior to the course entry.

## **ADDENDUM B - DEFINITION OF FREESTYLE MOVES FOR EXECUTION**

### **Cross-Up: DoD - 1**

- The pilot positions himself with both feet underneath the body (inline) and crossed while dragging the surface.
- The upper body should be vertical to the surface and straight.
  - The legs and feet are inline with the body.
  - The knees are slightly bent and legs should be crossed below the knees with both feet dragging the surface

### **Crane: DoD - 1**

- The body is straight with one foot dragging and the other leg bent as much as possible above the surface.
- The body should be straight and rigid from the head to the dragging foot.
  - The knee should be locked on the leg that is dragging the surface.
  - The non-dragging leg should be bent at the knee as much as possible placing with the foot near the knee or thigh of dragging leg.
  - The body should be leaning forward as much as possible

### **Can Can: DoD - 1**

- The pilot extends both legs to one side of the body (not underneath the body) with feet apart while dragging at least one foot on the surface.
- The upper body should remain square to the line of flight with chest and shoulders facing forward, not upward.
  - The pilot should extend the legs and push feet out to one side as much as possible with the knees locked.
  - The feet should be as far apart as possible.

### **Nac Nac: DoD - 1**

- The pilot drags both feet inline with the body at the same time with the forward foot dragging heel side and the trailing foot dragging toe side.
- The upper torso should be vertical to the surface and facing forward.
  - The body should be positioned close to the surface.
  - Both feet should be dragging inline with the body, no wider than the shoulders.
  - Feet can be dragging on their sides but the forward foot must be heel side and the trailing foot toe side.

### **“T”: DoD - 1**

- The pilot's body is vertical with one foot dragging, and the other leg extended and horizontal to the surface.
- The upper body should be straight and vertical to the surface.
  - The leg of the dragging foot should be extended and locked at the knee.
  - The non-dragging leg should be extended straight out from the body, horizontal to the surface and locked at the knee.

### **Walnut: DoD - 2**

- The pilot's feet are behind the body and above the surface while dragging both knees.
- The upper body is leaning forward with Shoulders Square to the line of flight.
  - The legs are inline with the body with both knees dragging the surface.
  - The knees are bent as much as possible with the feet positioned near the buttocks.

### **Superman: DoD - 2**

- The pilot's body is straight and horizontal with both feet dragging the surface while facing forward.
- The body should be straight and rigid from the head to the feet.
  - The body should be horizontal and low to the surface.
  - The legs and feet should be together and dragging the surface.

### **Flex head: DoD - 2**

- The Pilot positions the body and buttocks low to the surface with one leg extended out in front dragging a foot heel side while the other leg is bent at the knee dragging a foot on the surface near the buttocks.
- The upper body should be vertical with the buttocks close to the surface.
  - One leg should be extended out in front with the knee locked while dragging the foot heel side.
  - One leg should be bent at the knee with the foot dragging the surface near the buttocks.

**Boomerang: DoD - 3**

The pilot carves while keeping contact with the surface.

- The upper body should remain square to the line of flight with shoulders facing forward, not upward.
- The lower body should be positioned close to the surface.
- The pilot must drag at least one foot on the surface.

**Method: DoD - 3**

The pilot twists the lower body at least 90 degrees from the upper torso with feet apart and dragging on the surface.

- The upper body should be vertical and remain forward with shoulder square to the direction of flight.
- The lower body can be twisted in either direction but must rotate at least 90 degrees from upper torso.
- The feet should be as far apart as possible.

**Lazy Boy: DoD - 3**

The pilot's body is horizontal with the legs extended out in front with the body while dragging both feet on the surface.

- The body should be horizontal and facing upwards while low to the surface.
- The body should be straight and rigid from the head to the feet.
- The legs and feet should be together with the knees locked while dragging the surface.

**Switchblade: DoD - 4**

The pilot places both toggles in one hand and in front of the body.

- The upper body should face forward of the direction of flight.
- Both toggles must be in one hand only and in front of the body while dragging at least one foot on the surface.

**Blind man: DoD - 4**

The pilot twists the entire body 180 degrees in the harness from the direction of flight while dragging the surface with at least one foot.

- The body should rotate a full 180 degrees from the direction of flight.
- The body should be vertical with knees slightly bent.
- The pilot should rotate without losing contact with the surface.

**Ghost rider: DoD - 5**

The pilot takes hands completely off the controls (toggle and risers) while facing forward with feet underneath the body and dragging at least one foot on the surface.

- The upper body should be vertical.
- The hands must be off the controls and extended out to the sides during the execution.

**Wingover: DoD - 5**

The pilot executes a carving maneuver so that one end cell of the canopy makes contact with the surface.

- The body should be positioned low to the surface.
- A wingtip must make contact with the surface while simultaneously dragging a part of the body.

**Cowboy : DoD - 5**

The pilot takes one hand off the controls and drags it on the surface while dragging at least one foot.

- The Body is vertical and low to the surface with the shoulders square to the direction of flight.
- The hand must drag the surface while dragging at least one foot.
- The hand dragging the surface must be completely off the controls with no toggle in hand.

**Miracle Man: DoD - 5**

The pilot twists the entire body 360 degrees in the harness while dragging the surface with at least one foot.

- The body should rotate a full 360 degrees in the direction of flight.
- The body should be vertical with knees slightly bent.
- The pilot should rotate without losing contact with the surface.

**Tick Jockey: DoD - 5**

The pilot places both toggles in one hand and in front of the body with a simultaneous foot-grab with the other hand.

- Both toggles must be in one hand and in front of the body while dragging one foot on the surface.
- The other hand should perform a foot-grab behind the back.
- The body should be arched as much as possible.

## ADDENDUM C

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

Exit weight w. equipment kg	Maximum extra weight kg	Total weight kg
<77.2	15.9	93.1
<77.6	15.6	93.2
<78.1	15.3	93.4
<78.5	15.0	93.5
<79.0	14.6	93.6
<79.5	14.3	93.8
<79.9	14.0	93.9
<80.4	13.7	94.1
<80.8	13.4	94.2
<81.3	13.0	94.3
<81.7	12.7	94.5
<82.2	12.4	94.6
<82.6	12.1	94.7
<83.1	11.8	94.9
<83.5	11.5	95.0
<84.0	11.1	95.1
<84.5	10.8	95.3
<84.9	10.5	95.4
<85.4	10.2	95.6
<85.8	9.9	95.7
<86.3	9.5	95.8
<86.7	9.2	96.0
<87.2	8.9	96.1
<87.6	8.6	96.2
<88.1	8.3	96.4
<88.6	8.0	96.5
<89.0	7.6	96.6
<89.5	7.3	96.8
<89.9	7.0	96.9
<90.4	6.7	97.1
<90.8	6.4	97.2
<91.3	6.0	97.3
<91.7	5.7	97.5
<92.2	5.4	97.6
<92.6	5.1	97.7
<93.1	4.8	97.9
<93.6	4.5	98.0
<94.0	4.1	98.1
<94.5	3.8	98.3
<94.9	3.5	98.4
<95.4	3.2	98.6
<95.8	2.9	98.7
<96.3	2.5	98.8
<96.7	2.2	99.0
<97.2	1.9	99.1
<97.6	1.6	99.2
<98.1	1.3	99.4
<98.6	1.0	99.5
<99.0	0.6	99.6
<99.5	0.3	99.8
<99.9	0.0	99.9
100+	0.0	