



PRAGUE January 13th & 14th, 2023 COMPETITION RULES

Draft #1 20-10-2022

1. STAFF

1.1 The competition is organized by Hurricane Factory Praha, hereinafter called HFP.

1.2 The **competition director** and his substitute are appointed by HFP.
They conduct the competition in accordance with HFP safety rules, the information bulletin of the event and these competition rules.

1.3 The **flight director** and his substitute are wind tunnel representatives appointed by HFP.
They conduct flights in accordance with HFP safety rules.
For each flight session, HFP provides an air flow control **operator** and several **instructors**.

1.4 The **race selector** and his substitute are appointed by HFP.

1.5 The **classification board** is composed with a medical director and several advisors appointed by the **French Skydiving Federation**.

1.6 The **panel of judgment** is composed with one timekeeper and his substitute and 2 up to 3 judges appointed by HFP.
Among the judges, a chief judge appointed by HFP is responsible for organizing the work of the judges.

1.7 None of the decisions taken during the competition may be the subject of a **protest**.
In the event of a disputed situation which cannot be resolved on the basis of the HFP safety rules, the information bulletin of the event or these competition rules, the competition director may make independent decisions applicable to all the competition participants.

2. EVENT DESCRIPTION

2.1 The **HandiFly Race** is an individual in-flight speed event carried out by a disabled person, hereinafter called **flyer**, selected by the race selector and provided with a compensation coefficient determined by the classification board.

2.2 In accordance with the **flight plan** provided at least one hour before the start of each competition day, each flyer prepares to enter the flight chamber at the scheduled times.

If the competition director changes all or part of this plan for organizational reasons, he must notify each flyer affected by any change at least 30 minutes before his flight.

Authorization to enter the flight chamber shall be communicated by an appropriate signal which results in the validation of the flight.

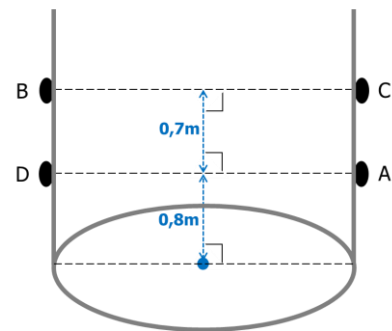
Any absence of the flyer at the time of this signal, or refusal from his own to enter the flight chamber once this signal is given, results in the validation of the flight that is considered to be conducted. In case this flight was to be judged, the maximum score is assigned.

2.3 Each flyer is responsible for his **flight equipment**. No equipment problems during a flight can be invoked to request another replacement flight. Wearing gloves and jewelries is prohibited.

2.4 After possibly being assisted by one or more instructors to enter and stabilize in the flight chamber and/or to finalize the setting of flight equipment that cannot be adjusted prior to entry, the flyer moves into the autonomous flight position. During the flight, the flyer is assisted by one or more instructors who use their means to ensure his safety. If he demonstrates an ability to fly stable without permanent assistance, the flyer is completely released by the instructor(s) who remain(s) ready to intervene at any time he(they) deems(deem) appropriate.

Between the flight chamber entry and exit, the **maximum duration** of each flight is 2 minutes and remains fully supervised by one or more instructors.

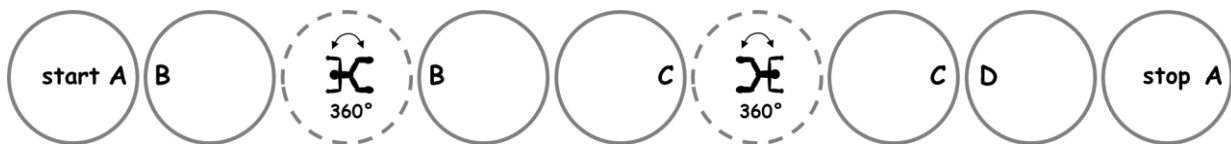
2.5 The flight chamber is equipped with 4 crossing **point contactors** (A, B, C, D) positioned on the outer wall according to the following diagram:



2.6 For each judged flight, the **working time**, at the hundredth of a second, starts either when the flyer validates point A (start) by himself within a maximum delay of 30 seconds after his flight chamber entry, or automatically beyond this delay and stops either at the second validation of point A (stop), or at the latest 75 seconds after his start (in that case, the timekeeper shall indicate the evacuation of the flight chamber by an appropriate signal).

2.7 Depending on his technical level validated by the race selector, two distinct race **programs** are offered to the flyer:

- **Expert race:** the flyer must successively validate the points A (start), B, C, D and then again A (stop) according to the following program:



- **Novice race:** the flyer must successively validate the points A (start), D and then again A (stop) according to the following program:



2.8 The **goal** is to achieve the program as quickly as possible without point omission nor infringement.

2.9 To **validate** a point, the flyer must, with one hand (or one extremity of an amputated upper limb), touch stationarily the center of the inner wall of the contactor and cause a change in the color of its light signal. Failure to change the color of the light signal is an **omission**.

2.10 A contact with a part of the body of the flyer other than the hand (or the extremity of an amputated upper limb) or by someone other than the flyer, that causes the light signal of the contactor to change color, does not constitute a validation of the point or an infringement on the point. This is a **wrong contact**. A previously contacted point may be contacted again, after the return to the initial light signal.

2.11 The plan of a flyer goes through his two clavicles and navel.

His axis passes through the midpoint between his two clavicles and navel.

The axis perpendicular to his plan passing through his navel constitutes the axis of rotation.

When **360°** turns are required between two identical points:

- They must be rotated by at least 270° from the position of the flyer at the time of his validation of the point preceding the turn. Changes in rotation planes are allowed. Any rotation of less than 270° is an **infringement** on the point.
- The same hand (or extremity) must be used to validate them. Their validation with two different hands (or extremities) is an **infringement** on the point.

Several infringements on the same point constitute a single infringement.

2.12 For safety reasons, **assistance** by one or more instructors remains possible during working time. Assistance is defined as any situation, not liable to protest, on the initiative of one or more instructors, during which at least one monitor is forced to come into physical contact with the flyer. The fact that a flyer allows himself to be mounted far above the horizontal plane defined by the highest points of his course may be a reason for assistance.

One or more assistances on the same flight constitute a single **infringement** that is added to other infringements of the flight.

2.13 At the end of the working time, the flyer must evacuate the flight chamber. He may be assisted by one or more instructors for that.

3. CLASSIFICATION

3.1 The **eligible impairments** for the allocation of a compensation coefficient are described in ANNEX 1. When specific equipment is used to facilitate flight (prosthesis; orthosis; other), this use does not eliminate the eligibility of the impairment but is taken into consideration in the overall analysis.

3.2 Expressed until the hundredth between 0.10 and 1.00, the compensation **coefficient** makes it possible to weight the working time achieved by each flyer according to an analysis of his overall aerodynamic motor skills.

To help the classification board to allocate individualized coefficients, an **indicative table** is provided in ANNEX 2.

3.3 When submitting his application to the event, each flyer (even those who have already previously participated to an #handiflyRACE) must complete and sign a **declaration and consent form**, a template of which appears in ANNEX 4.

This document allows the flyer to declare his detailed medical situation, the nature of his eligible impairment(s) and to undertake to respect the classification rules.

For candidates who did not ever participate in any #handiflyRACE before, or whose physical condition has changed or use new specific equipment to facilitate flight (prosthetics, orthotics, others) since their last #handiflyRACE: video images illustrating their deficiencies on the ground and showing them in a flight situation on a race simulation (with their specific equipment) will have to be provided at the same time as the application in order to allow the board to decide on their coefficient.

3.4 The **classification procedure** makes it possible to assign an individual compensation coefficient to each flyer. Carried out in three steps at least 20 days before the event, it is established on a **classification card** provided in ANNEX 3.

- The first step is an assessment by the **medical director** about the flyer's **impairment(s) eligibility** for competition. In case of ineligibility of his impairment(s), the flyer cannot participate and be part of the overall ranking.

This assessment, based either on his knowledge of the flyer from previous #handiflyRACE or on his video images on ground furnished also allows the medical director a **ground observation** of the functional situation of the flyer, focusing on the analysis of his usability of aerodynamic surfaces, then the allocation of a first intermediate coefficient, using the indicative table in ANNEX 2, following a comparative analysis by analogy or by extension.

- The second step, carried out by a first advisor, is an **in-flight observation** of the functional situation of the flyer, either from the flyer's flights during previous #handiflyRACE or from his video images in flight furnished, focusing on the analysis of his usability of aerodynamic surfaces, then the allocation of a second intermediate coefficient, using the indicative table in ANNEX 2, following a comparative analysis by analogy or by extension.
- The third step, carried out by a second advisor and based on the same tools of observation, allows the allocation of the final coefficient which is communicated to all flyers at least 20 days before the event. This **rating** is not an average of the two intermediate coefficients but a summary of the observations.

4. JUDGMENT

4.1 A **live assessment**, not liable to protest, is made for each judged flight by two judges who are in contact with the timekeeper through an appropriate signal and who provide him with their indications:

- The **judge of time** observes the flight from the phase of entry into the flight chamber. He starts his chronometer from the moment the flyer has completely passed through the door and immediately indicates that the maximum delay of 30 seconds has been reached if he has still not validated point A. For the duration of the flight, he also indicates possible wrong contacts from point A.
- The **main judge**, assisted by the judge of time assigned to assist him in case of doubt, observes the implementation of the program and indicates any omissions and/or infringements.

4.2 The delivery of the score is carried out by the **timekeeper** as soon as all the indications are received:

- If the complete program is executed before reaching the 75-seconds maximum working time, the assigned score is the working time achieved which is multiplied by the compensation coefficient, rounded to the inferior hundredth, to which is then added 5 seconds of penalty for each infringement. The maximum assigned score is 75 seconds.
- If the complete program is not executed before reaching the 75-seconds maximum working time or for any point omission, the assigned score is 75 seconds.

5. RUNNING OF THE COMPETITION

5.1 Qualifications

5.1.1 Each flyer completes a first not judged **test flight**.

This flight allows the instructors to test the ability of the flyer to fly **stable** without permanent assistance (regardless of the entry and exit phases of the air stream where assistance by one or more instructors is always possible) and to the operator to search his **airflow speed** in connection with the flyer and the instructors, that may require adjustments by signs. Following the flight, through an appropriate display, the airflow speed used is communicated by the operator to the flyer who may request him an adjustment for the next flight.

5.1.2 Following the test flight, each flyer continues with a not judged **training flight**.

If he is able to fly stable without permanent assistance, this flight allows the flyer to demonstrate his ability to carry out one of the two races, expert or novice and to the operator to search his airflow speed in connection with the flyer and the instructors, that may require adjustments by signs. Following the flight, through an appropriate display, the airflow speed used is communicated by the operator to the flyer who can either request a modification before validation by means of a display slate provided for that purpose or implicitly validate.

Once validated, this speed becomes the **reference speed** that will be provided to the flyer on each of his following judged flights and before which he may request adjustments from the operator by means of a display slate provided for that purpose only during the phase preceding the flight.

Following this flight, the race selector indicates to the flyer on which race (expert or novice) he is selected.

The flyer can be selected either for the expert or novice race (in this case he immediately communicates his choice), or only for the novice race.

The determined race, indicated through an appropriate display, is valid for all the flights of the competition and defines the part of the overall ranking in which the flyer will be placed.

5.1.3 Following the training flight, each selected flyer continues with three judged **qualification flights**. Each flight allows to assign him a score, of which only the best is retained.

On each type of race, the flyer with the lowest retained score occupies the 1st row, the one with the highest score the last row.

- Following these flights, provided that their score is less than 75 seconds, the first 8 flyers (top 8) of the expert race and the first 4 flyers (top 4) of the novice race are qualified for the final flight.
- The unqualified flyers are ranked according to their respective ranks in the « experts from steps » or « novices from steps » parts of the overall ranking.

5.2 Finals

5.2.1 Following the qualification flights, each qualified flyer continues with a judged **final flight**.

This flight allows to assign him a score.

On each type of race, the flyer with the lowest score occupies the 1st row, the one with the highest score the last row.

- Following this flight, provided that the score is less than 75 seconds, the first 4 flyers (top 4) of the expert race are qualified for the podium flight.



- The unqualified expert flyers are ranked according to their respective ranks in the « experts from final » part and novices are ranked according to their respective rank in the « top 4 novices » part of the overall ranking.

5.2.2 Following the final flight, each qualified flyer continues with a judged **podium flight**.

This flight allows to assign him a score.

The flyer with the lowest score occupies the 1st row, the one with the highest score the last row.

Following this flight, the experts are ranked according to their respective ranks in the « top 4 experts » part of the overall ranking.

5.3 **Tiebreaker**: within each type of race, if this is necessary to establish the list of qualified for a flight or to establish the ranking of the top 4, the flyers placed in the same rank are tie broken by their rank on the previous judged flight, then on the judged flight before the previous one if the tie persists. If the tie still persists, all concerned flyers are qualified for the next flight or tied if it is a question of ranking within a top 4.

5.4 If the competition cannot be completed in full, the overall ranking is established at the end of the last complete flight, if possible.

5.5 A **summary** of the running of the competition is provided in ANNEX 5.

6. AWARDS CEREMONY

6.1 Czech ranking:

At the results' official announcement **ceremony**, the national Czech ranking is first awarded:

Bronze, silver and gold medals are awarded to the first three Czech flyers of the overall ranking. The top-ranked flyer is declared the Handifly Race (#HandiflyRace) Czech champion.

6.2 International ranking:

At the results' official announcement **ceremony**, the following flyers are first awarded a prize:

- The best-ranked female;

- The best-ranked on the novice race.

Bronze, silver and gold medals are then awarded to the first three flyers of the overall ranking. The top-ranked flyer is declared the Handifly Race (#HandiflyRace) international champion and his country's national anthem is played.