



PRAGUE January 20th & 21th, 2024

COMPETITION RULES

1. AUTHORITY & STAFF

1.1 The competition will be conducted under the **authority** granted by Hurricane Factory Prague, hereinafter referred to as HFP. All participants accept these rules by registering in the competition.

1.2 The **wind tunnel** in which the competition will be held is hereinafter referred to as the WINDTUNNEL.

1.3 The **competition director** (or his substitute) is appointed by HFP. He conducts the competition in accordance with the WINDTUNNEL safety rules, the information bulletin of the event and these competition rules.

1.4 The **flight director** (or his substitute) is a representative appointed by the WINDTUNNEL. He conducts flights in accordance with the WINDTUNNEL safety rules. For each flight session, the WINDTUNNEL provides an air flow control **operator** and several **instructors**.

1.5 The **classification board** is composed of at least three classifiers in Handifly Race, including at least one qualified doctor, appointed by the French Skydiving Federation (FFP). The number of classifiers on the board must be odd.

1.6 The **panel of judgment** is composed with one timekeeper (or his substitute) and 2 up to 4 judges appointed by HFP. Among the judges, a chief judge (or his substitute) appointed by HFP is responsible for organizing the work of the judges.

1.7 In the event of a **disputed situation** which cannot be resolved on the basis of the WINDTUNNEL 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 after consulting with a representative appointed by the WINDTUNNEL and a representative appointed by the FFP.

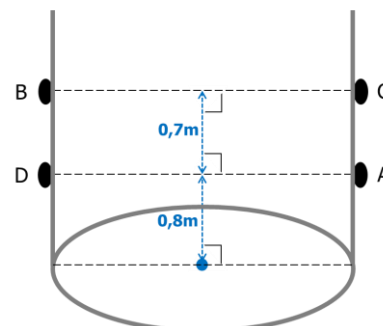
2. DEFINITION OF WORDS AND PHRASES USED IN THESE RULES

2.1 **Handifly Race**: Is an individual in-flight speed event carried out by a disabled person who has validated his classification.

2.2 **Flyer**: Is a competitor participating in the Handifly Race.

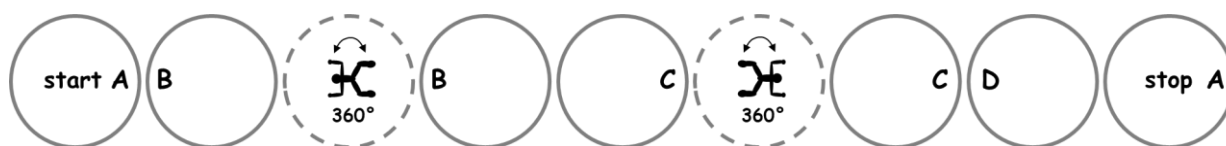
2.3 Flight: Is the period of time between the authorization signal to enter and the exit of the flight chamber by the flyer. The maximum duration of each flight is 120 seconds, regardless of whether the flight is not judged or judged and remains fully supervised by one or more instructors.

2.4 Crossing points: Are the 4 crossing point contactors (A, B, C, D) that are positioned on the outer wall of the flight chamber according to the following diagram:



2.5 Race programs: Are the race programs that are available to the flyer:

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



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



2.6 Working time: Is the time at the hundredth of a second, for each judged flight, that starts either when the flyer validates point A (start) by himself within a maximum delay of 30 seconds after the authorization signal to enter the flight chamber, or automatically beyond this delay and that stops either at the second validation of point A (stop), or at the latest when the maximum time of 75 seconds after his start is reached.

2.7 Point validation: Is successful when the flyer touches the center of the inner wall of the required contactor with one hand (or one extremity of an amputated upper limb) and cause a change in the color of its light signal. 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 validation, neither an infringement nor an omission of the point. A previously contacted point may be contacted again after the return to the initial light signal.

2.8 Point omission: Is applied for any unvalidated required points.

2.9 360°: Is a required movement of turn in any direction between two identical points. 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. The movement is made:

- By a rotation of at least 270° from the position of the flyer at the time of its validation from the point preceding the turn. Plane changes in the rotation are allowed.
- By using the same hand (or extremity) to validate the two identical points.

2.10 Infringement on a 360°: Consists of either:

- By any rotation of less than 270°.
- By any validation of identical points with two different hands (or extremities).

Several infringements on the same movement result in a single 5-second penalty. Penalties obtained on different movements during the working time of a flight accumulate.

2.11 **Assistance:** Is defined as any situation, not liable to protest, on the initiative of one or more instructors, during which at least one instructor is forced to use at least one of his arms in order to get in 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. For safety reasons, assistance by one or more instructors remains possible during working time.

2.12 **Assistance penalty:** Is assigned when assistance is provided during working time of a flight. A single 5-second penalty is assigned per flight regardless of the total number of assistances occurred. This is added with other penalties.

2.13 **Specific process:** Is any equipment or process (prosthesis; orthosis; other) used to facilitate flight. Any equipment or process not expressly prohibited by the competition director or flight director is authorized.

3. CLASSIFICATION

3.1 The **classification** is conducted by the classification board appointed for the competition. To validate his classification, a candidate must have at least one eligible impairment and be quoted. Once validated, the classification is valid only for the competition for which it is established. A classification decision is not subject of a protest.

3.2 The **eligible impairments** are described in ANNEX1. These must permanently affect the person. When specific process is used, this use does not eliminate the eligibility of the impairment but can be taken into consideration in the quotation.

3.3 The quotation consists of assigning an individualized **compensation coefficient** to a candidate. Expressed until the hundredth between 0.10 and 1.00, this coefficient makes it possible to weight the working time achieved by each flyer according to an analysis of his **aerodynamic motor skills**. A **method of quotation** is provided in ANNEX 2.

3.4 To submit his **classification items** to the classification board appointed for the competition, each candidate must complete and sign a **declaration and consent form**, a template of which appears in ANNEX 3. 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 have never been the subject of a quotation before, or whose physical condition has changed or who use new specific equipment or process since their last quotation, **video images** illustrating their deficiencies on the ground and showing them in a flight situation (with their specific equipment or process) have to be provided at the same time as the ANNEX 3. The deadline and mailing address for the items is specified in the information bulletin of the event. The coefficients assigned to the different competitors are published before the start of the competition.

3.5 Within the classification board appointed for the competition, decisions are team-based and are taken by a majority. To conduct its work, the board conducts a **classification session** during which it implements the following procedure:

- 3.5.1 **Global approach:** Is a phase of exchanges during which classifiers may adjust their general principles in order to establish an updated version of the ANNEX 2 used for the competition.
- 3.5.2 **Individual classification:** Is a phase where each application is examined individually, one after the other, in a sequence that can be chosen by the board. Each study is in two steps. A first step, allows the qualified doctor(s) of the board to validate the impairment(s) eligibility in accordance with ANNEX 1. In case of ineligibility, the candidate is not quoted. The second step, carried out in a collegial manner, is his quotation in accordance with ANNEX 2.

- 3.5.3 **Consistency check:** Is a final phase where the board compares the various coefficients assigned during its session to verify that there is no major inconsistency between them. Any obvious inconsistency may be subject to an adjustment affecting one or more candidates.
- 3.5.4 **Classification report:** At the end of its work, the classification board publishes a table presenting the list of flyers in alphabetical order with their coefficient. If it has been updated, it shall also publish the new ANNEX 2 used.

4. EVENT DESCRIPTION

4.1 **The Handifly Race event (HR)** consists of at least 2 not judged flights and then 3 judged qualification flights. At the end of these flights, only a part of the competitors is selected for 1 additional semi-final flight, then only the Top 4 is selected for 1 additional final flight.

4.2 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.

4.3 **Authorization to enter** the flight chamber is communicated by an appropriate signal which results in the validation of the flight. This signal can be communicated at any time after the flight chamber has been evacuated by the previous flyer. 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.

4.4 **Requirement to evacuate** the flight chamber is communicated by an appropriate signal 105 seconds after the authorization signal to enter.

4.5 On each flight:

- 4.5.1 The flyer can be assisted by one or more instructors to enter and/or exit the flight chamber, to stabilize in the flight chamber and to finalize the setting of flight equipment that cannot be adjusted before entering and/or exiting the flight chamber. 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.
- 4.5.2 With the help of sign(s), the flyer, the instructor(s) and the operator can adjust the **air flow speed** if necessary. The speed initially proposed corresponds to the speed used on the previous flight. This speed can be readjusted before and during each flight provided that this readjustment occurs outside working time.

4.6 For each competitor, the **objective** depends on the type of flight:

- 4.6.1 During a **not judged flight:** The flyer must demonstrate his ability to fly stable without permanent assistance (independently of the entrance and exit phases of the air stream) and his potential ability to be able to carry out one of the available race programs (expert and/or novice).
- 4.6.2 During a **judged flight:** The flyer has a maximum of 30 seconds after the authorization signal to enter the flight chamber to make to make any adjustments and/or settings, to position himself in a stable flight configuration so that to be released by the instructor(s) and to start working time. He then has a maximum working time in order to complete as quickly as possible the program on which he was selected without point omission, without infringement on a 360° and without assistance. At the end of his working time, he must evacuate the flight chamber.



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4.7 Each flyer is responsible for his flight equipment and his eventual specific processes. No **equipment** or **process** problems during a flight can be invoked to request another replacement flight. Wearing gloves and jewelries is prohibited.

5. RUNNING OF THE COMPETITION

5.1 **Not judged flights:** Each flyer starts the competition with two not judged flights. At the end of the second flight, the competition director indicates to the flyer on which race program he is selected according to the demonstrations made by the latter. The flyer can be selected for the expert or novice race (in this case he immediately communicates his choice), or be automatically selected for the novice race. The determined race is valid for all the flights of the competition and defines the part of the overall ranking in which the flyer will be placed.

5.2 Judged flights:

- 5.2.1 **Qualification flights:** Each flyer pursues the competition with three judged qualification flights. Each flight allows to assign him a score, of which only the best is used to establish the ranking of qualifications. 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. 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 semi-final flight. According to their respective ranks, unqualified expert flyers are ranked in the “experts from qualification” part and unqualified novices in the “novices from qualification” part of the overall ranking.
- 5.2.2 **Semi-final flight:** Each qualified flyer pursues the competition with one judged final semi-flight. This flight allows to assign him a new score. On each type of race, the flyer with the lowest new score occupies the 1st row, the one with the highest new score the last row. The first 4 flyers (top 4) of the expert race are qualified for the final flight. According to their respective ranks, unqualified expert flyers are ranked in the “experts from semi-final” part and novices in the “novice finalists” part of the overall ranking.
- 5.2.3 **Final flight:** Each qualified flyer achieves the competition with one judged final flight. This flight allows to assign him a new score. The flyer with the lowest new score occupies the 1st row, the one with the highest new score the last row. According to their respective ranks, flyers are ranked in the “expert finalists” part of the overall ranking.
The race to be carried out on this flight consists in running twice the expert course: A (start), B, C, D, A, B, C, D, A (stop). On this flight with a maximum duration of 200 seconds, the maximum working time is 150 seconds and the maximum score is 150 seconds. Requirement to evacuate the flight chamber is communicated by an appropriate signal as soon as the working time has elapsed.

5.3 **Tiebreaker:** Within each race program, if this is necessary to establish the list of qualified for a flight or to establish the overall ranking, 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 and so on until a tie is possible. If the tie still persists, all concerned flyers are qualified for the next flight or declared tied if it is a question of ranking them within the overall ranking.

5.4 A **summary** of the running of the competition is provided in ANNEX 4. If the competition cannot be completed in full, the overall ranking is established at the end of the last complete flight, if possible.

6. JUDGMENT JUGEMENT

6.1 On each **not judged flight**, a live observation is made by a compliance judge who reports, if necessary, any anomalies to the competition director.

6.2 On each **judged flight**, a live assessment, which cannot be claimed, is made by two judges working as a team, who are in contact with the timekeeper through an appropriate signal and who provide him with their indications:

- 6.2.1 The **compliance judge** observes the phase that takes place between the authorization signal to enter the flight chamber and the start of working time, and then the evacuation phase that follows the end of working time. If necessary, he reports any anomalies to the competition director.
- 6.2.2 The **main judge**, assisted by the compliance judge in case of doubt about his own assessment, observes the implementation of the program and indicates any omissions, infringements and assistances.

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

- 6.3.1 If the complete program is executed before reaching the 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 are then added the possible penalties of infringement and assistance. The maximum assigned score is the maximum working time.
- 6.3.2 If the complete program is not executed before reaching the maximum working time or for any point omission, the assigned score is the maximum working time.

7. RULES SPECIFIC TO THE COMPETITION

7.1 The competition is open to all competitors who meet the conditions for participation, up to date with their registration and that have validated their classification.

7.2 **Prizes and medals:** At the results' official announcement ceremony, the best-ranked on the novice race is first awarded a prize. Bronze, silver and gold medals are then awarded to the first three flyers of the overall ranking. The top-ranked flyer is declared the Handify Race international champion and his country's national anthem is played.

ANNEX 1

ELIGIBLE IMPAIRMENTS
● 5 main joint areas:

elbow; shoulder; spine; hip; knee

5 zones articulaires principales :

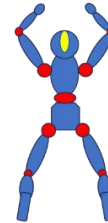
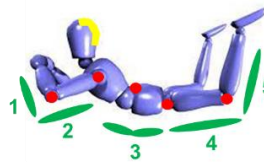
coude ; épaule ; rachis ; hanche ; genou

 **5 main aerodynamic surfaces:**

1.forearm; 2.arm; 3.belly; 4.leg; 5.tibia

5 surfaces aérodynamiques principales :

1.avant-bras ; 2.bras ; 3.ventre ; 4.jambe ; 5.tibia


Impaired Muscle Power

Persons with Impaired Muscle Power have a Health Condition that either reduces or eliminates their ability to voluntarily contract their muscles in order to move or to generate force.

Examples include: spinal cord injury (complete or incomplete, tetra- or paraplegia or paraparesis), muscular dystrophy, post-polio syndrome and spina bifida.

At a minimum: One of the following aerodynamic surfaces should be affected by the lack of power: forearm, arm, belly, leg, tibia.

Impaired Passive Range of Movement

Persons with Impaired Passive Range of Movement have a restriction or a lack of passive movement in one or more joints.

Examples include: arthrogryposis and contracture resulting from chronic joint immobilization or trauma affecting a joint.

At a minimum: One of the following joints or joint areas should be affected by the lack of mobility: elbow, shoulder, spine, hip, knee.

Limb Deficiency

Persons with Limb Deficiency have total or partial absence of bones or joints as a consequence of trauma (for example traumatic amputation), illness (for example amputation due to bone cancer) or congenital limb deficiency (for example dysmelia).

At a minimum:

- The presence of a shoulder joint is required;
- The absence of an elbow joint or knee joint is required to be able to use a prosthesis(s) on the limb;
- The non-use of prosthesis is required and the flight suit must not extend beyond the extremity of the limb:
 - In the case of a partial absence of forearms where the maximum length between the elbow and the extremity of the limb is 12 centimeters maximum. Carrying a maximum of one centimeter thick of protection is allowed;
 - In the case of partial absence of tibia where the maximum length between the center of the kneecap and the extremity of the limb is 22 centimeters maximum. Carrying a maximum of two centimeters thick of protection is allowed.

Leg Length Difference

Persons with Leg Length Difference have a difference in the length of their legs as a result of a disturbance of limb growth, or as a result of trauma.

At a minimum: A difference of 24 centimeters or more is required with the non-use of a prosthesis and a flight suit that must not exceed the extremity of the shortest limb. Carrying a maximum of two centimeters thick of protection is allowed.

Short Stature

Persons with Short Stature have a reduced length in the bones of the upper limbs, lower limbs and/or trunk.

Examples include: achondroplasia, growth hormone dysfunction, and osteogenesis imperfecta.

At a minimum: It must result from the reduced length of the bones mentioned a general morphology of type not proportionate. Small persons with a proportionate morphology are not eligible.

Hypertonia

Persons with hypertonia have an increase in muscle tension and a reduced ability of a muscle to stretch caused by damage to the central nervous system.

Examples include: cerebral palsy, traumatic brain injury and stroke.

Ataxia

Persons with Ataxia have uncoordinated movements caused by damage to the central nervous system.

Examples include: cerebral palsy, traumatic brain injury, stroke and multiple sclerosis.

Athetosis

Persons with Athetosis have continual slow involuntary movements.

Examples include: cerebral palsy, traumatic brain injury and stroke.

ANNEX 2

METHOD OF QUOTATION

UPDATE: 20/09/2023

Performance on a race is correlated with three determinants:

(A) The ability to move in the horizontal and vertical planes of the flight chamber resulting from the availability and mobilization of surfaces 1 to 5.

(B) The posture stability resulting from symmetry (B1) and anchoring (B2) on the airflow.

- Symmetry (B1) depends on a globally balanced distribution between surfaces 1+2 (upper limbs) and 4+5 (lower limbs), both on the roll axis (left/right) and on the pitch axis (front/rear).
- Anchoring (B2) depends on an overall penetrating shape of the body materialized by a surface n°3 rather arched than flat or hollow.

(C) The ability to validate a point related to the contact surface (C1), distance (C2) and accuracy (C3) of the body part used to touch a contactor (hand or extremity of an amputated upper limb).

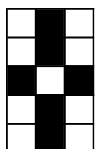
- The contact surface (C1) depends on the presence or absence of at least one hand and the ability to present the palm of the hand.
- The distance (C2) depends on the overall mobility of the usable upper limb and its ability to bridge a distance to the contactor.
- The accuracy (C3) depends on the overall mobility of the usable upper limb and its ability to aim the contactor without altered or parasitic movements.

The analysis of **aerodynamic motor skills** consists in an individualized observation of these determinants. The method of quotation takes place in four steps.

Step 1: Basic quotation

This step consists of going through all the classification items declared and provided by a candidate in order to establish an inventory of his **surfaces available and mobilizable** in flight (1 to 5).

This inventory makes it possible to establish his **individualized diagram** using the following symbols:



- Empty box = present surface, mobilizable
- **M** = absent surface (**M**issing)
- **L** = immobilized surface (**L**ocked)
- **P** = partially mobilizable surface (**P**artially mobilizable)
- **N** = not mobilizable surface (**N**on mobilizable)

This individualized diagram is then compared to the **reference diagrams** listed below. These diagrams can be completed and readjusted over time and are currently as follows:

The basic quotation is assigned from this comparative analysis.

When a situation does not allow to refer exactly to one of these diagrams, it is still necessary to assign a basic quotation in the most accurate way possible.

Step 2: Increases

This step consists of adding one/or more increase(s) to the basic quotation when the use of one/or more **specific process(s)** contributes to the improvement of performance.

In cases where this (these) specific process(s) is (are) already taken into account in the reference diagram used for the basic quotation, this should not be taken into account.

In other cases, one/or more increase(s) can be added according to the following scale:

- Improvement of move (A): up to +0.04 per member improved
- Improvement of symmetry (B1): up to +0.02 per member improved
- Improvement of anchoring (B2): up to +0.06

Step 3: Decreases

This step consists in adding one/or more decrease(s) to the basic quotation when the presence of one/or more **specific pathology(s)** contributes to the deterioration of performance.

In cases where this (these) specific pathology(s) is (are) already taken into account in the reference diagram used for the basic quotation, this should not be taken into account.

In other cases, one/or more decrease(s) can be added according to the following scale:

- Deterioration of move (A): up to -0.04 per deteriorated limb
- Deterioration of symmetry (B1): up to -0.02 per deteriorated limb
- Deterioration of anchoring (B2): up to -0.06
- Deterioration in validation (C): up to -0.30

Step 4: Final quotation

This step consists of adding any increases and decreases to the basic quotation in order to calculate the final quotation.

STEP 1 ÉTAPE 1	STEP 2 ÉTAPE 2			STEP 3 ÉTAPE 3				STEP 4 ÉTAPE 4	
BASIC QUOTATION COTATION DE BASE	INCREASES MAJORATIONS			DECREASES MINORATIONS				TOTAL = FINAL QUOTATION COTATION FINALE	
	(A) Move up to +0.04 per member Déplacement jusqu'à +0,04 par membre	(B1) Symmetry up to +0.02 per member Symétrie jusqu'à +0,02 par membre	(B2) Anchoring up to +0.06 Ancrage jusqu'à +0,06	(A) Move up to -0.04 per member Déplacement jusqu'à -0,04 par membre	(B1) Symmetry up to -0.02 per member Symétrie jusqu'à -0,02 par membre	(B2) Anchoring up to -0.06 Ancrage jusqu'à -0,06	(C) Validation up to -0.30 Validation jusqu'à -0,30		
EXAMPLE	0,72	0,01	0,03	0,00	0,00	0,00	0,00	0,10	0,66

ANNEX 3

DECLARATION and CONSENT FORM
FORMULAIRE de DECLARATION et de CONSENTEMENT

Check and fill in the fields in yellow
Cocher et compléter dans les champs en jaune

NAME, Surname NOM, Prénom :

Date of birth Date de naissance:
 / /
Gender Genre :
 Male

 Female

MEDICAL INFORMATION INFORMATION MEDICALE

Eligible impairment(s) (tick one or more items) Déficience(s) éligible(s) (cocher un ou plusieurs items)	Name medical diagnosis relevant to impairment type (tick or add) Nommer le diagnostic médical pertinent au type de déficience (cocher ou ajouter)
<input type="checkbox"/> Impaired Muscle Power <i>Perte de force musculaire</i>	<input type="checkbox"/> Spinal Cord Injury <i>Lésion médullaire</i> <input type="checkbox"/> Muscular Dystrophy <i>Dystrophie musculaire</i> <input type="checkbox"/> Spina Bifida <i>Spina Bifida</i> <input type="checkbox"/> Polio Myelitis <i>Polio Myélite</i> <input type="checkbox"/> Multiple Sclerosis <i>Sclérose multiple</i> <input type="checkbox"/> Other <i>Autre</i> <input style="background-color: yellow;" type="text"/>
<input type="checkbox"/> Impaired Passive Range of Movement <i>Perte de mobilité articulaire passive</i>	<input type="checkbox"/> Arthrogyposis <i>Arthrogyposes</i> <input type="checkbox"/> Joint Contractures <i>Contractures articulaires</i> <input type="checkbox"/> Trauma <i>Traumatisme</i> <input type="checkbox"/> Other <i>Autre</i> <input style="background-color: yellow;" type="text"/>
<input type="checkbox"/> Limb Deficiency <i>Atteinte d'un membre</i>	<input type="checkbox"/> Dysmelia <i>Dysmélie</i> <input type="checkbox"/> Traumatic Amputation <i>Amputation traumatique</i> <input type="checkbox"/> Bone Cancer <i>Cancer des os</i> <input type="checkbox"/> Other <i>Autre</i> <input style="background-color: yellow;" type="text"/>
<input type="checkbox"/> Leg Length Difference <i>Différence de longueur de jambe</i>	<input type="checkbox"/> Trauma <i>Traumatisme</i> <input type="checkbox"/> Dysmelia <i>Dysmélie</i> <input type="checkbox"/> Other <i>Autre</i> <input style="background-color: yellow;" type="text"/>
<input type="checkbox"/> Short Stature <i>Petite taille</i>	<input type="checkbox"/> Achondroplasia <i>Achondroplasie</i> <input type="checkbox"/> Osteogenesis Imperfecta <i>Ostéogenèse imparfaite</i> <input type="checkbox"/> Growth Hormone Dysfunction <i>Dysfonctionnement de l'hormone de croissance</i> <input type="checkbox"/> Other <i>Autre</i> <input style="background-color: yellow;" type="text"/>
<input type="checkbox"/> Hypertonia <i>Hypertonie</i> <input type="checkbox"/> Ataxia <i>Ataxie</i> <input type="checkbox"/> Athetosis <i>Athétose</i>	<input type="checkbox"/> Cerebral Palsy <i>Paralysie cérébrale</i> <input type="checkbox"/> Traumatic brain injury <i>Traumatisme cérébral</i> <input type="checkbox"/> Multiple Sclerosis <i>Sclérose multiple</i> <input type="checkbox"/> Stroke <i>Accident vasculaire cérébral</i> <input type="checkbox"/> Other <i>Autre</i> <input style="background-color: yellow;" type="text"/>

MEDICAL HISTORY HISTORIQUE MEDICAL

Flyer's condition **Etat du flyer** : Stable **Stable** Progressive **Evolutif** Fluctuating **Fluctuant** Permanent **Permanent**

Year of onset **Année d'apparition** : Congenital **Congénital**

Past treatments **Traitements antérieurs** :

Current and/or future treatments **Traitements actuels et/ou futurs** :

In case of spinal cord injury, indicate the number of the vertebrae(s) affected and accurately describe the motor and sensory consequences of these lesions

En cas de lésion médullaire, indiquer le numéro de la (des) vertèbre(s) atteinte(s) et décrire avec précision les conséquences motrices et sensitives de ces lésions :

Additional details on medical diagnosis (mandatory)

Détails supplémentaires concernant le diagnostic médical (obligatoire) :

Functional self-analysis in flight of main aerodynamic surfaces (using the diagram, fill in the yellow boxes below)

Auto analyse fonctionnelle en vol des surfaces aérodynamiques principales (en vous aidant du diagramme, complétez les cases en jaunes ci-dessous) :

Possible additional comments

Eventuels commentaires complémentaires :



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CLASSIFICATION CONSENT CONSENTEMENT DE CLASSIFICATION

1. I agree to undergo the flyer classification process detailed in the Handifly Race competition rules and carried out by a classification board designated by the French Skydiving Federation (FFP). I understand that this process may require me to participate in wind tunnel flights and activities which may include me being observed whilst competing. I understand that there is a risk of injury in participating in flights and activities. I confirm that I am healthy enough to participate in flyer evaluation.

J'accepte de suivre le processus de classification des flyers décrit dans le règlement de la compétition Handifly Race et conduit par un comité de classification désigné par la Fédération Française de Parachutisme (la FFP). Je comprends que ce processus peut m'obliger à participer à des vols en soufflerie et à des activités qui peuvent comprendre mon observation en compétition. Je comprends qu'il y a un risque de blessure en participant à ces vols et à ces activités. Je confirme que je suis en assez bonne santé pour participer à l'évaluation des flyers.

2. I understand that I have to comply with the requests made by the classification board. This includes providing sufficient documentation so as to allow the classification board to determine whether I comply with the eligibility requirements for Handifly Race. I understand that if I fail to comply with any such request then classification may be suspended without a compensation coefficient being allocated to me.

Je comprends que je dois me conformer aux demandes du comité de classification. Cela comprend la fourniture de documents suffisants pour permettre au comité de classification de déterminer si je respecte les critères d'éligibilité pour la Handifly Race. Je comprends que si je ne me conforme pas à une telle demande, la classification peut être suspendue sans qu'un coefficient de compensation ne me soit attribué.

3. I understand that flyer classification requires me to give my best effort, and that any intentional misrepresentation of my skills, abilities or the degree of my impairment may result in me facing immediate exclusion.

Je comprends que la classification des flyers exige que je fasse de mon mieux et que toute fausse déclaration intentionnelle de mes compétences, de mes aptitudes ou de mon degré de déficience peut entraîner mon exclusion immédiate.

4. I understand that flyer classification is a judgment process and I agree to abide by the judgment of the classification board. If I do not agree with the decision of the classification board, I understand that I retain the freedom not to compete.

Je comprends que la classification des flyers est un processus de jugement et je m'engage à respecter le jugement du comité de classification. Si je ne suis pas d'accord avec la décision du comité de classification, je comprends que je conserve la liberté de ne pas participer à la compétition.

5. I agree to be videotaped and photographed during the flyer evaluation process and that this may include my activity on and off the wind tunnel during the competition.

J'accepte d'être filmé et photographié pendant le processus de classification des flyers et que cela puisse inclure mon activité sur et hors de la soufflerie pendant la compétition.

6. I agree and consent to the FFP processing my personal data in any format, including my full name, e-mail address, nationality, date of birth, gender, compensation coefficient and relevant medical information.

I agree and consent to my full name, e-mail address, nationality, profile (as I filled it in when I submitted my application) and compensation coefficient published by the FFP and shared with third parties.

J'accepte et consens à ce que la FFP traite mes données personnelles sous n'importe quel format, y compris mon nom complet, mon adresse e-mail, ma nationalité, ma date de naissance, mon genre, mon coefficient de compensation et des informations médicales pertinentes.

J'accepte et consens à ce que nom complet, mon adresse e-mail, ma nationalité, mon profil (tel que je l'ai renseigné lors du dépôt de ma candidature) et mon coefficient de compensation soient publiés par la FFP et partagés avec des tiers.

I wish to assist the FFP in developing the classification system and therefore allow my data collected during flyer evaluation and video material recorded during training and competition to be used for research and educational purposes by the FFP. I understand that I may withdraw this consent at any time.

Je souhaite aider la FFP à élaborer le système de classification et, par conséquent, permettre à la FFP d'utiliser à des fins de recherche et d'éducation mes données recueillies pendant la classification des flyers et le matériel vidéo enregistré pendant l'entraînement et la compétition. Je comprends que je peux retirer ce consentement à tout moment.

Date / /

Signature of the flyer Signature du flyer:

ANNEX 4 ANNEXE 4

SUMMARY OF THE RUNNING OF THE COMPETITION
RÉSUMÉ DU DÉROULEMENT DE LA COMPÉTITION

