Sports-class Racing Series

Competition Rules Season 2026

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Terms and Abbreviations

Throughout this document, we use the following terms and abbreviations:
MD – Meet Director
SRSO – Sports-class Racing Series Organisation
SRS – Sports-class Racing Series
TA – Technical Assistant
TD – Technical Director
MD – Meet Director
SO – Safety Officer
PR – Pilot Representative
RFC – Ready For Certification

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1 Preamble

1. The Sports-class Racing Series (SRS) is an initiative led by Airtribune.
2. The SRS is a non-profit organization. All incomes are re-invested to improve future competitions.
3. The basis of the SRS is to assemble an annual series of events, worldwide, open to all pilots that fly Sports Class wings.
4. A Sports Class wing is defined as a Paraglider certified as EN-C, subject to certain conditions.
5. The purpose of the Sports-class Racing Series is to provide safe, sportive and fair flying; to determine the SRS Champions; Overall and Female, the top team and the best Manufacturer Partner/Sponsor.
6. The winner of a Task is the one to have accumulated the most points during the task.
7. The winner of the Event is the one to have accumulated the most points during the event.
8. The winner of the Series is the one to have accumulated the most points, derived from their best tasks in the series that year, according to the FTV in force for that season.
9. The Series is typically defined as 4-6 annual Events, each with 6 or 7 potential Tasks per event. 24-42 potential tasks in total, but an annual expectation of 20-25 valid tasks
10. The season runs from 1st January to 31st December.
11. Participation in the SRS can only be undertaken by SRS members.
12. Pilots' may volunteer to work on the SRS committee according to the SRS statutes.
13. Each pilot becomes a member of the SRS by paying an annual subscription fee. The purpose of the fee is to help fund the administration of the overall series.
14. All competition pilots in the world have the right to take part in Sports-class Racing Series events however they must hold a valid Sporting Licence at the time of participation.
15. All pilots fly under their own responsibility.
16. All pilots accept, without restriction, to hold the Organizers, SRS, its bodies and members harmless and waive all claims for compensation.
17. All pilots participating in a Sports-class Racing Series event accept these rules in their entirety. In case of ambiguities, the spirit of the rule prevails.
18. Political, religious and national promotion is prohibited.

1.1 **SRS Contact**

Sports-class Racing Series Office
Mellifera, Church Road, Whimple, United Kingdom
Phone: +7770 619567
Email: office@sportsracingseries.org
Website: https://sportsracingseries.org

1.2 **Partners**

1. Partners support the Sports-class Racing Series Organisation with a subscription defined by the SRS Committee.
2. Sponsors will be classed as Partners for the purposes of teams, scoring, trophies etc
3. Partners & Sponsors, where possible, will be mentioned on the pilot ID cards and on the official rankings, on all results, on the backdrop during prize giving ceremonies, on banners, in official videos, on the Sports-class Racing Series web site, on each Email or document issued by the SRS Office and in magazine advertising.

2 Sports-class Racing Series Competitions

3 Overview

The SRS is a new concept with big ambitions for the future. However, we are not seeking to make the series overly complicated, particularly in the beginning. Please therefore assume FAI Section 7 in the main part, with the exceptions as listed below. In cases of ambiguity, we shall refer to the PWCA rules for clarity. The decision of the SRS Technical Director (TD) is final in all matters. The Meet Director (MD) will work with the TD for all decisions and penalties, except where a conflict of interest may occur.

4 Rules

4.1 **SRS MEMBERSHIP:**

- The SRS series is a Members Only organisation. A pilot must have paid his annual membership prior to arrival at his first season's edition.
- The cost of membership for 2026 will be €35 euro
- For 2026 we will be collecting the Membership fee when you pay for your event entry fee.
- A Membership symbol will be shown on all Airtribune SRS events.
- The SRS organisation reserves the right to refuse a pilots membership application without giving cause nor reason.

4.2 **AGE LIMITATIONS:**

- **[New for 2026]** Any pilot attending an event must be at least 16 years old at the start of the event.
- **[New for 2026]** Any pilot under 18 years old must have a parent or guardian in attendance throughout the event.
- **[New for 2026]** Any pilot under 18 years old must also have their parent or guardian sign any official documentation.
- **[New for 2026]** In the case where the host nation does not allow minors (under 18 years old) to participate then the law of the host nation will be used instead.

4.3 **SELECTION & SRS SCORES:**

The selection procedure for the season will be displayed on the Sports Racing Series website at the following URL:

https://sportsracingseries.org/selection-procedure/

4.4 **HARNESSES:**

- Pilots must fly with the same harness during one event. In special cases (lost luggage, damaged equipment, etc.) the TD can allow a harness change during the event. Any pilot who changes their harness without notifying the TD will incur a penalty of up to zero for the day.
- Partners will be allowed to present two RFC Harnesses during a season. Any such harness may only be flown by their Team pilots.
- Harnesses must not be equipped with any form of mechanical propulsion.
- Electrical fans used to inflate fairings are allowed up to a power rating of 10W as long as the fairing has no rear-facing exhaust. This rule does not apply to harnesses certified prior to 18/03/2023.
- A minimum of one reserve/rescue is required. We recommend a pilot flies with two.
- Harnesses must come with mandatory EN1651:2018 or LTF09 certified protection and EN or LTF certified harness structure.
- The harness must be certified as per section 7 requirements (excluding the two reserve/rescue requirement)
  An ***indicative*** list of allowed harnesses can be referenced here: https://www.fai.org/page/harnesses-and-back-protectors , but for a more accurate answer on if your harness meets the certified criteria you should look for a test report here: https://para-test.com/reports

- Any harnesses listed on the SRS banned list are excluded from participating, regardless of the status of the harness on the CIVL list.
- In the future the SRS may release further harness restrictions. Please check this section regularly.

4.5 **WINGS:**

- Certification is limited to EN-C, except for wings with a maximum certified weight of 75kg, where they may be certified EN-D, providing all larger sizes of the same model are certified EN-C.
- Any 2-liner certified after 1st January 2024 must have a Speed Limiter tape between A & B risers. See image in Appendix B
- **[New for 2026]** The maximum allowed flat aspect ratio for a paraglider is 6.8#. See Appendix for detailed definition.
  (#Amended to match the released CSC definition)
- **[New for 2027]** The wing must conform to the new CSC standard (Sporting Code S7 M - CIVL Competition Sport Class Paragliders) for Sports paragliders. For 2026, see: https://www.fai.org/sites/default/files/2026-05/Sporting%20Code%20S7%20M%20-%20CIVL%20Competition%20Sport%20Class%20Paragliders.pdf
- A Partner Manufacturer is permitted to have up to two test pilots to fly within their team a glider that conforms entirely to EN-C (and CSC) but is not yet certified (RFC). The glider must be fully documented, may not be modified in any way during the competition and must be correctly trimmed. They may exercise this option at only one event in a season.

4.6 **WEIGHT & BALLAST LIMITS:**

- Pilots must fly within the certified weight-range of their glider.
- Pilots must be fit to fly with their chosen quantity of ballast. Any pilot experiencing difficulties launching will be required to stand aside and may not be allowed to fly.

4.7 **COMMUNICATION EQUIPMENT:**

- If requested, a pilot must present their radio at registration and demonstrate the TOT (Time Out Timer) is set for 60 seconds or less. It is the pilots responsibility to know how to access, set and demonstrate this setting. Your registration will not be accepted until demonstrated.
- Radios (2 metre band, typically 143.900 Mhz FM when possible) are mandatory for all pilots and must be used for safety purposes only.
- All pilots' radios must be switched on and monitoring of the safety frequency announced at the task briefing is mandatory from launch until landing.
- The use of voice-activated microphones ("VOX") is prohibited.
- All pilots must carry a, switched on, mobile telephone with them during the task time.
- Pilots not fulfilling these requirements can be grounded or penalized.
- Radio's may be used between team members for tactical collaboration during the task, if they are equipped with a dual frequency radio or a second radio. The monitoring of the safety frequency still remains mandatory.

4.8 **SAFETY:**

- Any pilot deemed to be flying in an unsafe manner or with unsafe equipment will be penalised. This is in Section 7, but it is worth quoting again!

- Briefings will be issued in PDF format prior to the event when possible. It is mandatory that a pilot reads the PDF so that the onsite safety briefing may be more concise. The PDF does not exclude them from attending the Mandatory briefing at the start of the event.
- It is ALWAYS the pilots responsibility to fly within their limits according to the conditions and all other aspects. A task being suitable for the competition does not mean the task is suitable for you. Consider when it is time for you to land, or not take off.
- If a pilot takes a tracker, indicating he will fly the task, then they should **not** engage in free flying before, during or after they complete the task.
- **[New for 2026]** 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.

4.9 PRACTICE & REGISTRATION DAY: [Full Section. New for 2026]

- Usually the practice day and registration day are the same day
- It is MANDATORY to attend the Registration day and complete the inscription. Failure to register on this day will result in cancellation of your participation.
- It is MANDATORY to attend the General Briefing (often referred to as the Safety Briefing)
- If you wish to participate in the Official Practice, it is MANDATORY to complete your registration prior to loading onto the official transport
- It is MANDTATORY to take a tracker prior to loading onto the official transport
- It is MANDATORY to return the tracker at least 2 hours prior to the General Briefing
- There will not be any retrieve or scoring
- Pilots will be expected to use the official radio frequency to be in contact with each other. There will be no formal monitoring of the safety frequency nor tracking and pilots are expected to use good practice, as they would on a free flying day. The trackers are merely given to aid with incidents if they occur and are reported.

4.10 SIV (Simulation d'Incident en Vol/ Simulation of In-Flight Incidents): [Full Section. New for 2026]

- Prior SIV type experience is MANDATORY for participation in an SRS event.
- There is no time limit for the completion of the training.
- The training typically should have included, catching deep dives, cravat clearing by use of spin and/or stalls. These are typically covered over a two day SIV course.
- Failure to having complied may lead to removal from the event.
- **[New for 2027]** From January 2027, pilots may have to prove competence in certain SIV manoeuvres. This will be by way of uploading video evidence of certain manoeuvres. Details will be given during the 2026 season.

4.11 TRACKERS:

- The SRS provides a GPS Tracker for each competitor as a safety measure, to know at all reasonable times where they are whilst on task. The tracker provides one-second resolution live tracking, and in-flight communication between the organisers and the pilots (Level calls, SOS, Report back, Task Stop etc). The tracker will additionally be their primary scoring device.
- Each competitor must take the Live Tracker at take-off. They must produce evidence of their pilot number when collecting the tracker. ie, their SRS ID card.

- The competitor must have the tracker accessible and visible at all times whilst flying.
- The pilot must carry the tracker whilst being retrieved.
- It is Mandatory to Report Back on the tracker as soon as possible after landing. Penalty for non compliance from a Warning (first offence) up to disqualification for further offences.
- A pilot who does not return his Live Tracker may not be displayed on score sheets until it is returned.
- Trackers must be returned in a timely manner after landing? e.g Pilots who do not go directly to HQ when they have landed and been retrieved will be penalised. (See section Penalties).
- A lost tracker will be charged to the pilot, or organisation, at 350€ for replacement.
- It is recommended a pilot fly with a Garmin In-Reach device and this should be registered with the organisation at the start of the event.
- They will be issued on practice day, but are not monitored. The process for their use on practice day differs from a task day.

4.12 CLOUD FLYING:

- Cloud flying is prohibited (see section Penalties).
- Cloud flying is when any part of the wing or harness is encompassed by cloud. At this time you would expect a pilot to lose visibility of the ground and/or a clear sky. A pilot must maintain a distance of approximately 10 metres from cloud at all times such that other aircraft would have full site of the competitors and his wing, even if they are at cloud base themselves.
- If the MD determines that a pilot has been cloud flying, it will be up to the pilot to prove that he was not actually in the cloud; otherwise, he will be penalised. A time-stamped video recording showing that the pilot in question was not cloud flying at the specified time is considered such proof. TD and the Jury may use the same procedure.
- The competitors are responsible for reporting cloud flying to the MD.
- If, despite all efforts by a pilot to avoid cloud flying, they experience a cloud suck, pilots must attempt reaching a “position of no advantage” to avoid being penalized.
- “Position of no advantage” is defined in relation to the other pilots in proximity, who did not perform cloud flying. That position must be at a significantly lower altitude than the other pilot or pilots in the same group.
- All the manoeuvres to reach a ‘position of no advantage' must be performed safely and closely following the requested routines. The recommended system is to exit the cloud by following the course line, make a 90 degree turn and fly for some distance, then make a suitable manoeuvre to lose height until any advantage is lost.
- The “position of no advantage” is defined by the MD in a case of a Complaint, or by the Jury in a case of a Protest. The TD has a consultative voice in both proceedings.
- Pilots pardoned for cloud flying penalty because they reached a “position of no advantage” will receive 1 point penalty.

4.13 PRIORITY LAUNCH:

- Season starter task
  Top 10 of previous season series
  Top 3 females of previous season series
  Task committee
  SRS Org

- First task of each subsequent event
  Top 10 in the series
  Top 3 females in the series
  Task committee
  SRS Org
- Task 2 onwards of each event
  All the above, plus top 10 & top 3 females within the event scores.

4.14 PENALTIES:

- Failure to fly with their assigned tracker. Zero points for the day.
- Failure to comply to other Tracker related rules; Progressive penalties up to zero points for the day.
- Modified glider: 1st offence; zero points for the task. Second offence; zero points for all remaining tasks.
- All-up weight outside certified weight range: 1st offence; zero points for the task. Second offence; zero points for all remaining tasks.
- Cloud flying: points according to the Soft Airspace Infringement formula (see PWCA Appendix C.8: Airspace Penalties); disqualification from the event for persistent offenders.
- Aggressive or dangerous flying: progressive penalty up to disqualification from the event.
- Airspace infringement, horizontal or vertical: points according to the Hard or Soft Airspace Infringement formula, depending on the legal status of the airspace.
- Track log missing or non-continuous track log when continuous track log is required: zero points for the task.
- Failure to report back, or late report-back after a task: 10 points first offence. Up to disqualification from the event and possible recovery of S&R (Search and Rescue) costs.
- Change of equipment during competition, if the MD or TD is not notified of the change, zero points for the day.
- This list is not exhaustive. Other penalties may apply, according to the rules or MD or TD decision.
- If a pilot chooses to take a tracker, indicating he is participating in the task, then he must fly the designated course and not engage in free flying before, during or after the task.
- Once he has made goal the pilot must land at goal, or a suitable place in the vicinity, or as indicated by the MD.

4.15 SCORING:

- The latest available SRS scoring formula. In the event the SRS formula is not available the TD may elect to use PWC or GAP formula.
- Lead Out Points are used.
- FTV is **not** used within the event. There will be no form of task dropping at the events.
- The Tracker is the Primary Scoring device.
- A pilot may present one backup device for scoring if he disagrees with the tracklog from the GPS tracker. This should be his primary flying device and it should be on the approved list from FAI. See here: Accepted Devices
- All scoring will be by GPS data, including Altitude & height.
- **[New for 2026]** Scoring tolerances will be 0.01% + 2 meters for all cylinders, airspace & cloudflying measurements.

- **[New for 2026]** If a task is stopped then a 4:1 glide will be applied to the pilots Best Position.

4.16 TASK RESULTS:

- When a pilot lands, his distance/time is considered PROVISIONAL, as calculated by the Tracker data. A pilot should confirm he agrees with the calculated data before returning to HQ.
- When a pilot returns his tracker to the Scorer his distance/time will be considered FINAL and no further changes may be requested to the distance/time. Therefore a pilot should confirm he agrees with the scorer at the time he returns the tracker.
- If a tracker is returned by a pilot on your behalf, your distance/time is considered final when the scorer receives the tracker. Be sure you are happy with the provisional before giving your tracker to another person.
- In the instance of results not being available at the time the tracker is returned the Scorer or Meet Director may announce a continuation of results being Provisional until such time the issue is resolved. In this instance the results will remain provisional for 2 hours after publishing (1 hour on the final day of the event).

4.17 SPONSORS, GLIDERS AND OTHER DATA:

- It is the responsibility of every pilot to check the data displayed on the score sheets at the end of the first task and ask for corrections if there is an error to their scores or displayed classes.
- Any changes requested from task 2 onwards may be refused.
- No changes to classes will be accepted on the final task day of the event, unless it is also the first task of the event.

4.18 COMMUNICATIONS:

- All results, timings, briefings and other official announcements will be made in the official INFO Whatsapp/Telegram group for the event only.
- **New for 2026]** It is mandatory that the pilot joins the official communications channel prior to the first task.

4.19 TEAMS:

- If flying in a Manufacturer Team, you must fly with the wing the manufacturer produces. ie, You cannot fly a Gin wing if in the Ozone team etc. Harnesses brands are not counted.
- A team will consist of a maximum 4 persons per event.
- A pilot can only participate in one team during an event.
- A team is established for the season, but the pilots in the team may change from event to event.
- The position in the overall task ranking is of each team's second pilot for the task.
- The competition result is the sum of the team's points for all tasks in the event regardless of task validity
- **[New for 2026]** A team name cannot contain the name of a Nation nor have any political or national meaning.
- **[New for 2026]** A Partner can only present two teams for the season.
- **[New for 2026]** A non-Partner can only present one team for the season.

- **[New for 2026]** A non-Partner must pay a fee of 500€ per event to register their team. The team will exist for the full season.
- **[New for 2026]** A manufacturer cannot abuse the team limitations by branding additional teams after glider names etc.
- **[New for 2026]** The team can only be named after a manufacturer, or their wing, if the said manufacturer has consented to the use of their branding and has paid the registration fee.
-

4.20 INDIVIDUAL SERIES CHAMPION:

- The Season Sports Racing Series champion is derived by combining the scores from all SRS events in the season.
- The final result shall have FTV applied, at a ratio predetermined at the start of the season. See Appendix below for an example:

4.21 PODIUMS: [Full Section. New for 2026]

- Neither a pilot nor a team can display any Nation, political, flag or other form of banner on the podium.
- T-shirts and clothing may contain sponsor logos or other images but must not carry any political statements.
- A team can only be represented by the team pilots that flew in that event.
- Only pilots that flew in the event and are eligible to appear on the podium may attend the podium.

4.22 MEDIA: [Full Section. New for 2026]

- The pilots permits the event organisers to use any photography, video, recordings or other record of their image related to the event for promotional and safety purposes.

4.23 REGISTRATION & PARTICIPATION: [Full Section. New for 2026]

- At registration, the pilot must confirm they are a fully autonomous pilot and have the necessary skills to participate in the event in a safe manner towards themselves and others. The MD may remove pilots from the task and/or event if they consider the pilot does not comply to this rule.
- The pilots must confirm they have Third Party Liability Insurance (in compliance with FAI rules), flight licence, FAI Sporting Licence and a current medical certificate where required.
- They must also confirm they have read the local regulations governing competition & free flight and will ensure compliance with those and FAI rules.
- The pilot must have signed the Assumption of Risk statement presented at registration.

APPENDIX A, SEASON FTV EXAMPLES

- The 2023 season had a potential **25 tasks**, assuming perfect weather for the year and had an FTV of 50%
- Realistically, with typical seasonal weather, you can expect 16-18 tasks from 25, but this is entirely down to the weather in the season.
- This means a pilot should typically attend 2 Editions (events) during the season in order to gain a good score for the year.
- In 2024 we plan to hold 5 events, giving a potential 31 tasks and an expectation of 23 tasks. For that we will apply FTV at 60%.
- See below for an overview of 2023 scoring.

Valid 1,000 point Tasks	21	20	19	18	17	16	15	14	13	12	11	10
How many of your tasks we score (50% FTV)	10.5	10.0	9.5	9.0	8.5	8.0	7.5	7.0	6.5	6.0	5.5	5.0
Minimum No Editions you should consider attending	2	2	2	2	2	2	2	2	2	2	1	1

This is an incredibly simplistic way to understand FTV and the season scoring. Apart from anything, it assumes you will know the weather at each event in advance. The intention of a 50% FTV on the season, based on four Editions, is you only need to attend two Editions. But if you choose two with bad weather, and the other two events have good weather, you may not achieve your full potential score. If however you attend all the editions, then half of your scores, the worst half as dictated by the FTV calculator, will be set aside, giving you a better chance of becoming the season champion.

What percentage FTV will apply to the season?

The FTV applied will depend on how many events are scheduled for the season. The following calculator will be applied to give the definitive answer

No Events = How many competition rounds we will hold in the season
Typical days = is usually set to 5, as we expect to get 5 days flyable per event, typically
Target 10 = The number of tasks we would like you to fly to get a reasonable measure of your skill

Formula:
1 - (1 / (No events x typical days / target 10 tasks))

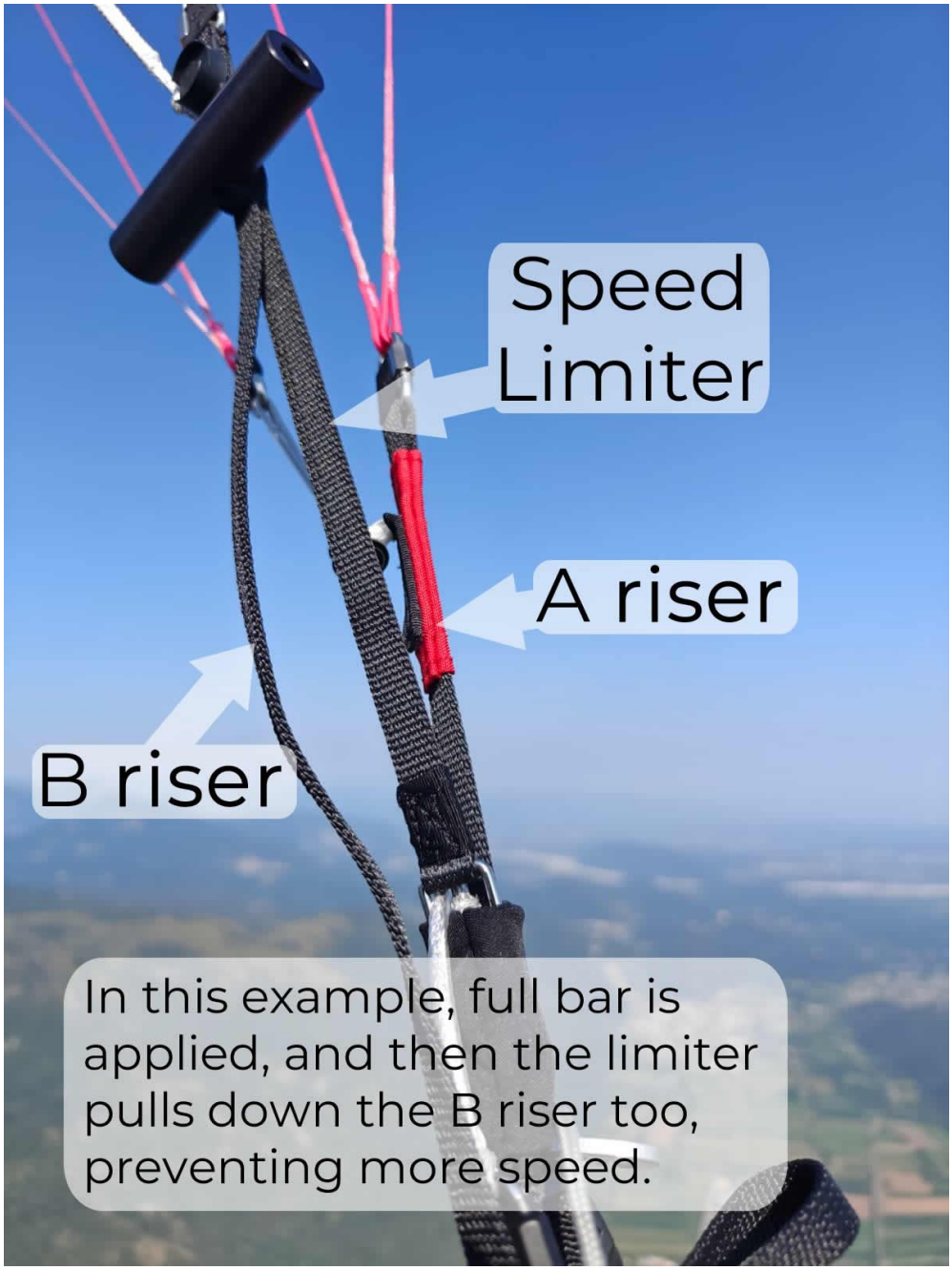
No of events in the season	10	9	8	7	6	5	4	3	2	1
Actual calculation	0.8	0.78	0.75	0.71	0.67	0.6	0.5	0.33	0	0
FTV that will be applied	80%	75%	75%	70%	65%	60%	50%	33%	0	0

It is unlikely the SRS will hold 7 or more events in a season.

2023 = 4 events
2024 = 5 events
2025 = 4 events
2026 = 6 events

APPENDIX B, SPEED LIMITER EXPLANATION

Below is an image of a typical speed limiter being used at full bar.



APPENDIX C, CSC & ASPECT RATIO LIMITS

IMPORTANT: This section has been replaced by the Sporting Code S7 M - CIVL Competition Sport Class Paragliders, valid from 1st May 2026.

In short:
A CSC defined wing will comply with:

- Be EN-C (or lower) certified.
- Have a flat aspect ratio of not more than 6.8
- Be limited to 67 cells
- Have a fixed speed limiter
- Not have trimmer tabs fitted

Link to the 2026 FAI CSC Definition:
https://www.fai.org/sites/default/files/2026-05/Sporting%20Code%20S7%20M%20-%20CIVL%20Competition%20Sport%20Class%20Paragliders.pdf

Any reference to CSC in the SRS rules will refer to the CIVL documentation, if released, but otherwise to the definition in this appendix.

EXCLUSIONS

- Any wing certified prior to 1st January 2024 will be excluded from the Speed Limiter requirements.
- Any wing certified prior to 1st May 2026 will be excluded from the CSC requirements.