
FRENCH CHAMPIONSHIP REGULATIONS

KITE SPORTS Snowkite Racing



Snowkite

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1. Validity of the present regulations

These sporting regulations concern all Snowkite Racing competitions. They are valid from the (CD vote) until an update or new regulations are published.

2. Format of the championship

2.1. Proceedings

The French Snowkite Racing Championship is held over a circuit of multiple trials (or stages) written into the FFVL calendar. Each trial may include several rounds.

2.2. Snowkite sporting season

The Snowkite sporting season for year 'n' is the period between October 1st year 'n-1' and September 30th of year 'n'.

2.3. Registration formalities

Competitors wishing to register for a kite sports competition organised by the FFVL must have:

- a FFVL club licence and competitor card,
- civil liability insurance, which will be:
 - either that offered with the FFVL licence,
 - or civil liability insurance that covers competitive kite sports, with cover that is at least equal to that guaranteed by the FFVL insurance.

Registered competitors must be able to prove their civil status with a piece of identity including surname, name, sex, nationality and date of birth.

Minors must have permission from a parent or guardian to take part in the competition, in line with the federal form.

2.4. Minimum level for registering

All competitors must kite, launch and land autonomously. Kites must require no assistance beyond that which may be given to the kite for launch or landing.

The organiser and race director must check this level at all moments of the competition.

2.5. Competition series

For the entire sporting season, competitors are registered for either the **SKI** series or the **SNOWBOARD** series.

2.6. Nationality and competition classes

Kite sports competitions organised by the FFVL to determine the French Champion are open to anyone who practices kite sports, whatever their nationality. However, only French nation-

als can be awarded the French Champion title. Other nationalities do not feature in the national French championship ranking.

For the entire sporting season, competitors are registered:

- Either in the **YOUNG** class, including age categories:
 - Minims** 14 - 15 years 14 years old on January 1st year 'n' of the Snowkite sporting season
 - Cadets** 16 - 17 years 16 years old on January 1st year 'n' of the Snowkite sporting season

- Or in the **SENIOR** class, including age categories:
 - Juniors** 18 - 19 years 18 years old on January 1st year 'n' of the Snowkite sporting season
 - Seniors** 20 - 39 years 20 years old on January 1st year 'n' of the Snowkite sporting season

- Or in the **VETERAN** class, including age category:
 - Veterans** 40 years + 40 years old on January 1st year 'n' of the Snowkite sporting season

2.7. Change of class

A competitor in a given age category can be advanced up by one or more older age categories by requesting a change of class at the start of the season (and in all cases before the first competition). □

The procedure is written in the federal medical regulations, and allows for a dispensation to be given by the federal medical commission on a case-by-case basis. The National Technical Directorate must validate this decision administratively. If accepted, the procedure will remain irreversible for the entire year, unless a medical reason arises during that year, and the Kite Competition Commission will be informed. The competitor can present their dispensation when registering for the competition. They will be given a license and competition card that includes the change of class.

Nevertheless, the Race Director can still refuse to register a competitor who has changed class, in light of the environment of the competition he/she is organising.

2.8. Final ranking – issuing of titles

2.8.1. Final ranking

The final ranking of each **class group** is based on the total number of points earned by competitors in that group from each trial in the sporting season. All competitors taking part in at least one validated round in the championship feature in the final ranking.

2.8.2. Events counting in the French Snowkite Racing Championship

Only trials written into the AFCK calendar as counting towards the French Snowkite Racing Championship are included in the final ranking. All trials are recorded.

2.8.3. Winner of the French Championship

The winner of the French Snowkite Racing Championship is the competitor earning the highest number of points from all the trials written into the calendar in the class group they are registered for.

2.8.4. Issuing of titles

French Champion titles can only be issued to French nationals.

The **French Champion** title for each **class group** is issued if (and only if) a minimum number of competitors have participated in at least one of the trials in the contest. The minimum number (MINI Nbr.) for each **class group** is given in the table below:

COMPETITION CLASS	SERIES	GENDER	TITLES ISSUED (CLASS GROUPS)	MINI Nbr.
VETERAN	SKI	MEN	SKI MEN	5
		WOMEN	SKI WOMEN	3
	SNOWBOARD	MEN	SNOWBOARD MEN	5
		WOMEN	SNOWBOARD WOMEN	3
SENIOR	SKI	MEN	SKI MEN OPEN	5
		WOMEN	SKI WOMEN OPEN	3
	SNOWBOARD	MEN	SNOWBOARD MEN OPEN	5
		WOMEN	SNOWBOARD WOMEN OPEN	3
JUNIOR	SKI	MEN	SKI MEN YOUNG	3
		WOMEN	SKI WOMEN YOUNG	3
	SNOWBOARD	MEN	SNOWBOARD MEN YOUNG	3
		WOMEN	SNOWBOARD WOMEN YOUNG	3

2.8.5. Deciding and announcing final ranking

The final ranking of the championship is decided by the Kite Competition Commission: AFCK.

The definitive results are announced after the final trial.

2.8.6. Managing ties in the championship ranking

If, when the final ranking of the French championship is decided, there is a tie between two or more competitors in the top three places:

- the competitor with the highest number of points in the final trial will be ranked ahead.
- If the tie remains, the competitor with the highest number of points in the second-to-last trial will be ranked ahead.

3. Snowkite Racing

3.1. Racing

3.1.1. Definition

Racing is a speed-based contest on a course in the natural environment.

3.1.2. Course

The course:

- Is defined by a starting line and a finishing line,
- Is in the natural environment. Besides being made up of natural challenges (hills, natural mounds, slants, slopes, less organised atmospheric zones, etc.) there may also be:
 - Artificial obstacles (structures, hay bales, etc...),
 - Obstacles built into the ground (mounds, ramps...).

3.1.3. Course length

The length of the course is at the race director's discretion.

3.1.4. Presenting the course

Competitors are shown the course during the briefing. The race director decides on the direction for navigating compulsory waypoints.

3.1.5. Ranking

Rounds are ranked by finishing order.

3.2. Time given to complete a race

3.2.1. Competitors not crossing the finishing line within the given time

All competitors not crossing the finishing line in the allotted time are ranked joint last.

3.3. The race course

3.3.1. Initial race course

The race course is proposed by the **race director** after consulting the **race committee** in light of:

- weather conditions and their foreseeable change,
- snow condition and its foreseeable change,
- competition space available.

3.3.2. Changes to the initial race course

The race director can change the race course at any time between two races in light of:

- difficulties encountered by competitors on the course,
- changing weather conditions,
- changing snow conditions
- deterioration of snow at waypoints.

If the course changes, the race director must signal the modifications to competitors appropriately (a briefing, written notification on the official event board, an oral announcement by loudspeaker).

3.3.3. Trying out the race course

The race director may permit competitors to try out the race course with their kite, only during **official training** periods.

3.3.4. Race course feasibility

Wind strength and direction must be such that the course can be completed using the pull of the kite.

If wind conditions make the course technically unfeasible or unsafe, a race can only be cancelled by the race director.

3.4. Clearing obstacles that require jumping

3.4.1. Avoidance path

Where natural or artificial obstacles require a jump, the race director must provide an **avoidance path** that does not require a jump to get around them. Taking the avoidance path must represent a longer route for competitors.

3.4.2. Avoidance marks

The position of **avoidance marks** (that make it possible to bypass an obstacle) as well as the direction for passing these marks must be defined and clearly shown by the race director during the briefing, and stated on the official board.

3.5. The start

3.5.1. The starting line

The starting line may be:

- either the virtual straight line between two starting marks,
- or a line freely defined by the event director and clearly painted on the ground, with one **starting mark** on each side.

Its position, limits, and crossing direction are defined and clearly shown by the race director during the briefing, and stated on the official board. Crossing the starting line is not permitted in the minute before the start under penalty of disqualification.

3.5.2. Starting zone

To favour rolling starts, a 50-metre zone is marked out along the starting line and the course's outer edge.

During the final minute before the start stopping is not permitted in this zone.

Competitors stopping in the starting zone in the final minute before the start are disqualified from the race.

3.5.3. Starting kite position

During the final minute before the start the competitor's kite must be in flight. It must not at any time be on the ground, under penalty of disqualification.

3.6. Compulsory waypoints

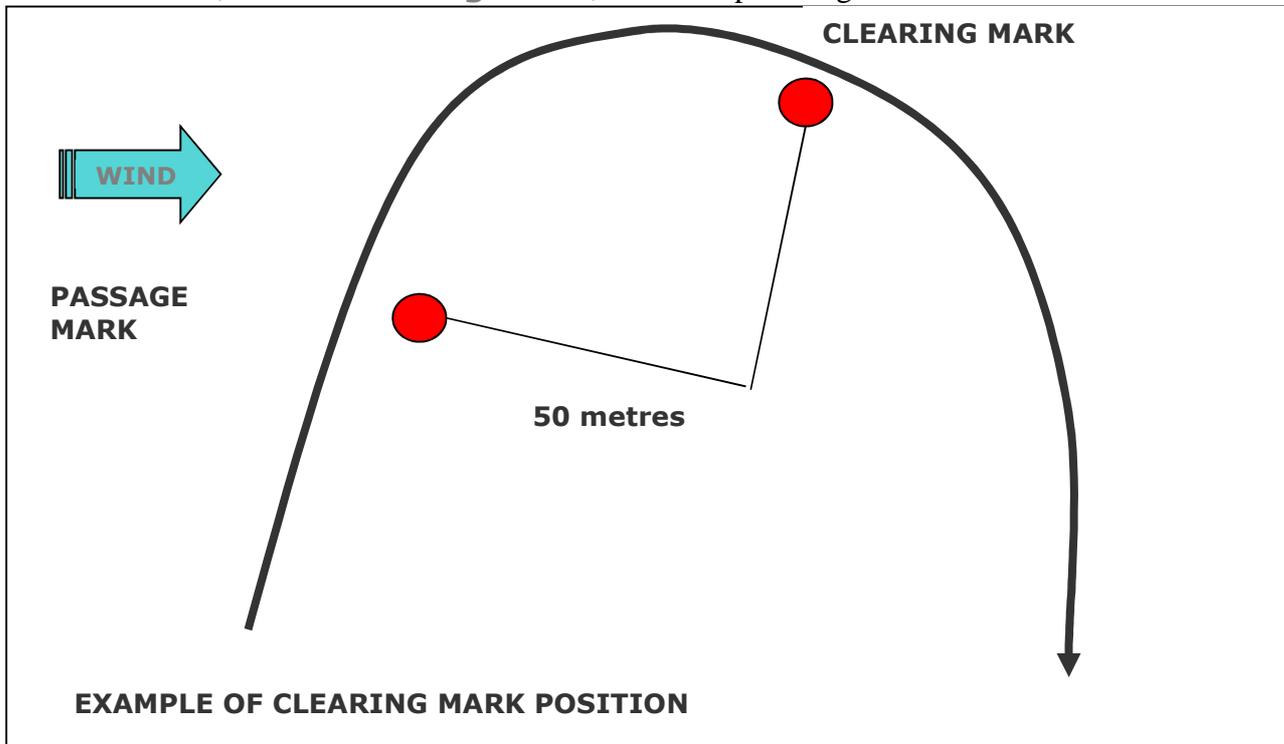
Compulsory waypoints are signalled by **one or two way marks, and the direction must be displayed**. A judge checks that competitors pass.

3.6.1. Way marks

A **way mark** is a natural or artificial object (for example a cone) marking a point in the course that competitors must pass around. If necessary, the point will be signalled by two marks.

3.6.2. Clearing mark

When a way mark forces competitors into a bend with an angle such that competitors may accumulate and upset the race, the race director may insert a mark complimenting the way mark, called a **clearing mark**, to break up the angle of the bend.



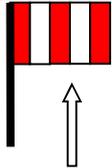
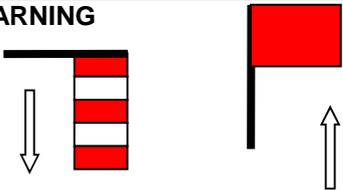
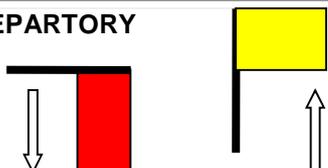
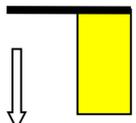
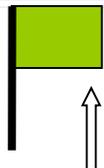
3.6.3. Marks

Way marks, clearing marks, avoidance marks, and starting and finishing marks must:

- be recognisable,
- not represent a danger to competitors and their equipment.

3.6.4. Starting proceedings

Starts must be carried out according to the procedure shown in the following table:

SIGNAL	CORRESPONDING FLAG	SOUND SIGNAL	MINUTES BEFORE START
NOTICE 	NOTICE flag raised (red and white stripes)	1 signal	10 minutes or more, variable
WARNING 	NOTICE flag lowered RED flag raised	1 signal	3
PREPARTORY 	RED flag lowered YELLOW flag raised	1 signal	2
ONE MINUTE 	YELLOW flag lowered	1 signal	1
START 	GREEN flag raised	1 signal	0

Visual signals (flags) override all other signal forms.

3.6.5. Presence of competitors at the start

Competitors are responsible for:

- keeping up to date on the races they must take part in,
- being present when the warning signal is given at the start of the races they must take part in.

3.7. Finish

3.7.1. The finishing line

The finishing line is either the starting line or a different line from the starting line, which may be:

- either the virtual straight line between two finishing marks,
- or a line freely defined by the race director and clearly painted on the ground, with one **finishing mark** on each side.

Its position, limits, and crossing direction are defined and clearly shown by the race director during the briefing, and stated on the official board.

3.7.2. Finishing proceedings

Competitors must cross the finishing line with their kite in flight and with all their equipment. The finishing line is officially crossed when the competitor's head crosses the line.

3.7.3. Finishing order and ranking

The race director ranks competitors by finishing order, using information from the timekeepers and judges of the race.

3.7.4. Closing the finishing line

The finishing line is closed 20 minutes after half the competitors starting the current round have finished.

Still, the race committee may close the finishing line when all the competitors of the current round have finished completely.

3.8. Race annulment

A race is called off with the annulment flag and signalled by multiple sound signals.

As far as possible, the race committee should be able to signal annulment at the front of the race (by the course opening snow-mobile, by timekeepers at course marks).

<p>ANNULMENT</p> 	<p>ANNULMENT flag raised (blue and white squares)</p>	<p>Multiple sound signals</p>
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4. Rounds

4.1. Definition

A round is a race for which points are attributed, counting towards the final ranking of a trial.

4.2. Validated round

A round may only be validated when at least half (rounded up) the competitors have crossed the finishing line with their kites in flight, having completed the entire course in adequate wind conditions and in the allotted time.

Minimum wind is at the race director's discretion.

4.3. Round format

The race director decides on the format of rounds after consulting the race committee, in light of:

- the number of registered competitors,
- the space available behind and on the starting line,
- the race course,
- wind strength and direction.

4.4. Distribution of competitors

Competitors race in different **race groups**.

The SKI and SNOWBOARD series race separately.

4.5. Number of points awarded for each validated round

After each trial a ranking is established for each **class group** with points awarded according to the following table:

0,7 points to the 1 st
2 points to the 2 nd
3 points to the 3 rd
And so on.....

All unranked competitors in a round will be given the number of points equivalent to the number of competitors + 1.

Competitors not starting or not passing the first mark will be labelled DNS.

Competitors not passing at least one mark will be labelled DSQ.

Competitors crossing the starting line in the final minute will be labelled OCS.

In all the above cases, the number of points given is the number of registered competitors + 1.

4.6. Rounds counting in an trial

All rounds in a trial have the same value. Rounds are not weighted according to distance or time of the course.

Each competitor in a trial has their worst results for the validated rounds in their category discarded when the final rankings are drawn up, according to the following calculation:

Number of validated rounds	Number discarded
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1 to 3 rounds	0
4 to 6 rounds	1
7 to 10 rounds	2
11 to 15 rounds	3
16 rounds and over	4

5. Trials

5.1. Definition

A **trial** in the French Snowkite Racing Championship is a sporting event comprised of one or several **rounds**. For a trial to be validated, at least one round must be validated. It is compulsory for trials to run over a minimum of two consecutive days.

5.2. Maximum number of competitors per trial

Unless stated in the calendar, there is no fixed maximum number of competitors per trial.

5.3. Rounds counted in a trial

All validated rounds in a trial count, and have the same weight in the trial ranking.

5.4. Ranking

The trial's final ranking is announced by the race director at the end of the competition. The trial's ranking is based on the total number of points obtained by competitors following all validated rounds.

5.5. Number of points awarded in each trial

5.5.1. Definition

Competitors in each « **class group** » in French Championship trials will be awarded a number of points reflecting their rank and the number of kites in that trial.

5.5.2. Calculation formula

The number of points awarded to a competitor in a trial is calculated by applying the following logarithmic interpolation formula:

$$\text{Pts} = \text{Pts Last} + \text{Pts First} \times \text{Log} (\text{Number ranked} / \text{Place})$$

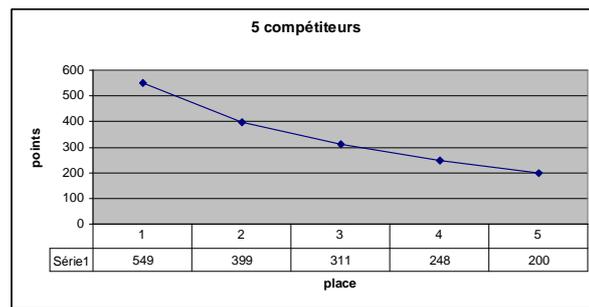
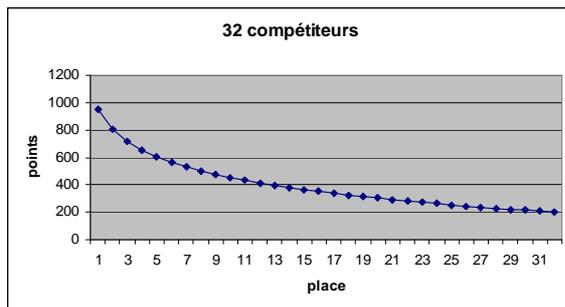
With:

Place: competitor's place in the trial
 Nb ranked: number of competitors ranked in the trial in the relevant class group
 Pts First: 500 points
 Pts Last: 200 points

Class groups by trial:

Each of the 8 **class groups** is separated for awarding points in a trial.

Examples of distributing points:



5.5.3. Points awarded for a non-run trial

If no round is validated in a trial or if a trial cannot be run due to bad conditions, each participant present for the trial is awarded **100 participation points**.

5.5.4. Managing ties

In the event of ties between two competitors when the final ranking is drawn up:

- 1) their ranking will be recalculated with all the rounds run in the trial,
- 2) if the tie remains, the ranking of the final round run in the trial in which the tying kites differ will determine their positions.

6. Competitor conduct

6.1. Rules of priority

The rules of priority are applicable during training sessions and the starting zone stages as well as during competitions.

6.2. Converging paths

When the paths of two competitors converge, the competitor on the port tack must give way.

6.3. Paths on the same tack

When two competitors have the same hand in front (are on the same tack), the windward rider must give way to the other.

6.4. Competitor conduct having to give way

A competitor having to give way to another must not push through and must:

- either slow down,
- or stop.

6.5. Kite position

In the event of crossing or overtaking, the downwind competitor must lower their kite and the windward competitor lifts theirs. The overtaking competitor may position their kite in the most favourable zone.

6.6. Overtaking

As far as possible an overtaken competitor should stay on the same path, unless avoiding an obstacle on that path. The overtaking competitor must not obstruct an overtaken competitor.

6.7. Jumping- Flying

6.7.1. Definitions

Flying is a situation where the kiter moves from a high point to a low point in balanced flight, or between two points taking advantage of a downwards slope, with the 'kite lines' and 'movement' almost parallel. The rider uses their traction kite like an aircraft.

Jumping is a dynamic interaction between the rider and their kite that allows the rider to levitate temporarily with the 'kite lines' and 'movement' not parallel.

6.7.2. Flying ban

Considering the traction wing not to be an aircraft, there is a ban on flying during trials.

6.8. Movement – kite to ground – relaunching.

6.8.1. Movement

Competitors' movement over the course must happen exclusively via the traction kite and/or accumulated kinetic energy. Whatever the mode of movement, the kite must remain in flight.

6.8.2. Kite to ground

When a kite falls to the ground, the competitor must put it back in flight before continuing along the course.

6.8.3. Relaunching

When a competitor almost comes to a stop, **relaunching** (using the 'skating step' with skis, or a foot to the floor on a snowboard) is permitted.

6.9. Outside help

During the starting phase and on the course, only competitors in the same race can help each other.

Except for safety reasons, no other form of outside help is permitted in the starting phase or on the course outside the technical preparation zone.

Any outside help on the course leads to the competitor being disqualified from the race in question.

7. Competitor equipment

7.1. Personal equipment

Kiters must wear helmets during training and rounds. Wearing supplementary safety equipment is highly recommended.

7.2. Kite security system

All kites must have a system allowing:

- 1) The power of the kite to be neutralised or sufficiently reduced (at the main holding point) in the event of a loss of control, while retaining a link with the kite to prevent a third party potentially being put at risk.
- 2) Breaking away completely from the kite (if, after this neutralisation or reduction in power, the kiter is still or newly in danger).

7.3. Equipment changes

Changing sliding or traction equipment is permitted at any time inside the preparation zone.

7.4. Steering lines

Measured from the steering bar to the kite, the maximum length of lines is 30 metres. Kevlar and metallic cable lines are banned.

8. Diverse

8.1. Race committee

The race committee is made up of the race director and two members of the organising club, as well as two competitors who do not have voting rights.

Reprehensible actions or conduct – sanctions: according to the seriousness and repeatedness of conduct transgressing the regulations, disciplinary sanctions are decided then announced by the race director from the register shown in appendix 1. Sanctions may be cumulative. Exclusion from FFVL competitions can only be announced by the FFVL disciplinary commission.

9. List of annexes

Appendix 1: Reprehensible actions or conduct – sanctions

Appendix 2: Parental permission

