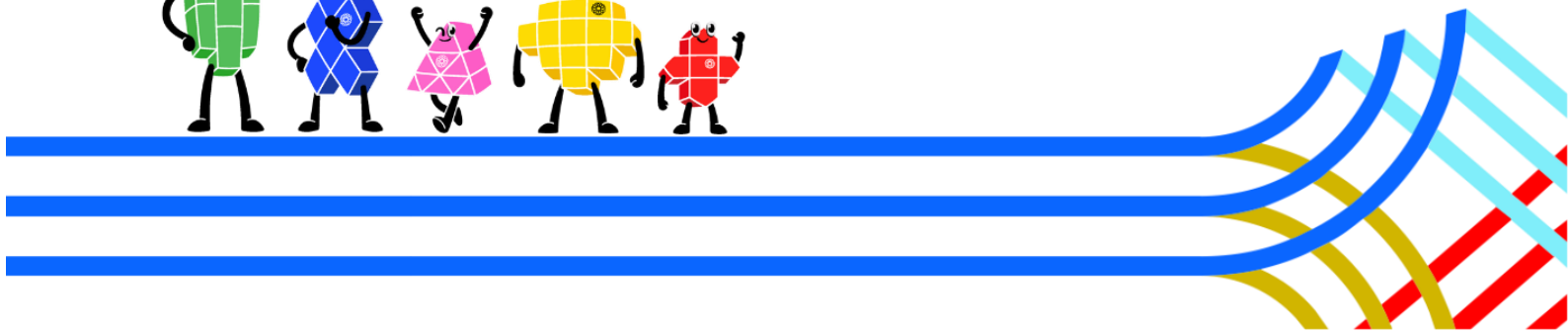
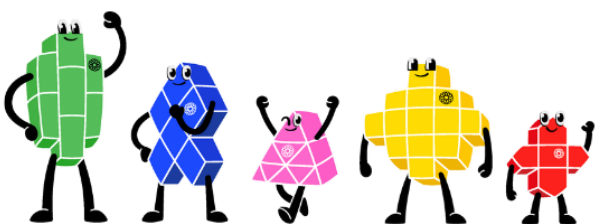


Technical Handbook

The 33rd SEA Games Thailand 2025



General Information



Technical Part



Sport Information

I. Sports Federation

A. IFs - Federation Aeronautique Internationale (FAI)

President	Mr. Greg Principato
Secretary General	Mr. Markus Haggenev
Address	Maison du Sport International Av. de Rhodanie 54, CH-1007 – Lausanne, Switzerland
Telephone	+41 21 345 1070
Email	info@fai.org, sports@fai.org
Website	www.fai.org

B. FAI Hang Gliding and Paragliding Commission (CIVL)

President	Mr. Bill Hughes
Secretary	Mr. Cristiano Pereira
Address	Maison du Sport International Av. de Rhodanie 54, CH-1007 – Lausanne, Switzerland.
Telephone	+41 21 345 1070
Email	civl-president@fai.org, civl_comps@fai.org
Website	www.fai.org

C. FAI Microlight and Paramotor Commission (CIMA)

President	Mr. Wolfgang Lintl
Secretary	Mr. Robert Hughes
Address	Maison du Sport International Av. de Rhodanie 54, CH-1007 – Lausanne, Switzerland.
Telephone	+49 1713194994
Email	sportflying@gmail.com
Website	www.fai.org

D. Airsports Federation of Asia (AFA)

President	Gp. Capt. Veerayuth Didyasarin
Secretary General	Mr. Andy Chau
Address	171 Aviation Science Museum Bld., Phaholyothin Rd., Donmuang, Bangkok 10210 Thailand.
Telephone	+66 2 523 9448, +66 81 839 3909
Email	members.afa@gmail.com
Website	www.afa-airsports.org

E. Royal Aeronautic Sports Association of Thailand (RASAT)

President	Gp. Capt. Veerayuth Didyasarin
Secretary General	AVM. Vichien Bourperk
Address	171 Aviation Science Museum Bld., Phaholyothin Rd., Donmuang, Bangkok 10210 Thailand
Telephone	+66 2 523 9448, +66 81 839 3909
Email	rasat.thailand5@gmail.com
Website	www.rasatthailand.com

I. Technical Delegates (TD)

A. Paragliding

Name	Mr. Andrew Cowley
Phone	+44 7944 446622
Email	andy.cowley@hotmail.com

B. Powered Paragliding (Paramotor)

Name	Dr. Nayot Kurukitkoson
Phone	+66 91 969 4979
Email	nayot@eng.buu.ac.th



II. Competition Manager (CM)

A. Paragliding

Name	Ms. Jitsirin Didyasarin
Phone	+66 85 141 5454
Email	rasat.thailand5@gmail.com

B. Powered Paragliding (Paramotor)

Name	Gp. Capt. Veerayuth Didyasarin
Phone	+66 99 782 4641
Email	rasat.thailand5@gmail.com

III. Venue Manager (VM)

Name	Mr. Tossaporn Puttha
Phone	+66 90 442 9288
Email	rasat.thailand5@gmail.com



PARAGLIDING ACCURACY

1. Dates

The **Paragliding** competition for the 33rd SEA Games Thailand 2025 will be held from **9 to 14 December 2025**.

Competition Dates: 9 to 14 December 2025

Training Date: 10 December 2025

2. Venues

The Paragliding competition venue will be held at Nong Kho Airsports Club, Si Racha, Chonburi which serves two (2) purposes:

- The competition field-of-play (FOP)
- The training – warm up field

3. Event

The Paragliding competition will consist of **three (3) events** consist of

- **One (1) men's event**
- **One (1) women's event**
- **One (1) ~~mixed's~~ Mixed Team event**

Three (3) Events			
Discipline / Events	MEN	WOMEN	MIXED
1. Men Individual	√		
2. Women Individual		√	
3. Team			√
Total	1	1	1

Note: 1. Refer to 'Entry Policies' for the number of athletes who can represent their NOC in each event.
2. The Team and Individual events will be run concurrently.

4. Competition and Training Schedule

4.1 Competition Schedule

Day	Date	Session	Time 24 hrs.	Gender
1	9 December 2025	Registration	18.00 - 20:00	M/W
2	10 December 2025	Equipment checks	09.00 - 11.00	M/W
		Pilot Briefing	11.00 - 12.00	M/W
		Official Practice	13:00 - 16:00	M/W
3	11 December 2025	Accuracy Day 1	09:00 - 17:00	M/W
4	12 December 2025	Accuracy Day 2	09:00 - 17:00	M/W
5	13 December 2025	Accuracy Day 3	09:00 - 15:00	M/W
5	13 December 2025	Medal Ceremony	17:00 - 18:00	M/W
6	14 December 2025	Departure	A/R	All

Note:

- The competition schedule may be subject to change depend on the number of final entries, and the current weather conditions.
- There will not be a rest day.

4.2 Daily Schedule

4.2.1 Meet Director Pilots Briefing

Time: 09:00

Venue: Nong Kho Airsports Club

4.2.2 Start of Flying

Time: 09:30

Venue: Nong Kho Airsports Club

4.2.3 Finished of Flying

Time: 17:00

Venue: Nong Kho Airsports Club

Note: All timings may be subject to change at the MD's discretion.

5. Entries

5.1 Eligibility

5.1.1 Only SEAGF member NOCs and also member of National Air Sports Control (NAC) are entitled to send athletes to participate in the Paragliding competition of the 33rd SEA Games Thailand 2025

- 5.1.2 Only nationals of the country of the National Olympic Committee (NOC) shall be qualified to represent the NOC in the Games. All disputes relating to the determination of the country, which an athlete may represent in the SEA Games shall be resolved in accordance with the SEAGF Charter and Rules as well as Rule 41 and By-law to Rule 41 of the Olympic Charter (Nationality of competitors).
- 5.1.3 A competitor who is a national of two (2) or more countries at the same time may represent either one (1) of them, as he may elect. However, after having represented one country in the Olympic, Asian continental and South East Asian continental regional or world championships recognized by the relevant IF, the competitor may not represent another country unless he or she meets the conditions set forth in sub section 4 below that apply to the persons who has changed his nationality or acquired a new nationality.

5.2 Entry Policies

- 5.2.1 Each NOC may enter a maximum of six (6) athletes (Paragliding Pilots) for the Paragliding Competition as follows:
- Three (3) male athletes
 - Three (3) female athletes.
- 5.2.2 Each NOC may enter a maximum of three (3) athletes in the Men's individual event.
- 5.2.3 Each NOC may enter a maximum of three (3) athletes in the Women's individual event.
- 5.2.4 Each NOC may enter a maximum of one (1) team in the Team event.
Each team can consist of:
- A minimum two (2) athletes including:
 - A minimum of one (1) male athlete and
 - A minimum of one (1) female athlete
 - Up to a maximum of six (6) athletes including:
 - A maximum of three (3) male athletes and
 - A maximum of three (3) female athletes
- 5.2.5 Athletes must present the requested document (as show below) to THASOC.
The request document
- 5.2.5.1 Pilot / Team registration form.
 - 5.2.5.2 Evidence of pilot nationality (copy of passport)
 - 5.2.5.3 Evidence of pilot qualification (NAC license / IPPI card not lower level than 3)
 - 5.2.5.4 FAI Sporting License
 - 5.2.5.5 Entry form signed by Team Leader or Pilot.

5.2.5.6 Satisfactory evidence of Tow-Launch rating (License endorsement or letter from a qualified tow instructor). Tow training can be provided during the practice days.

5.2.5.7 Certificate of insurance.

*** NOCs that withdraw their athletes after the submission of the final entries by name, will be faced with disciplinary action by the SEAGF Charter and Rules.

5.3 Document information for attend the competition

5.3.1 Insurance

The organizers require that documentary proof in English must be presented to the registration team before the start of the championship of:

- Valid insurance covering public liability risk to the minimum value of THB 400,000 or equivalent.
- Valid paragliding competitions personal accident insurance. This must include all medical treatment and all repatriation to the country of origin and medical treatment if required.

Important Note: The organizer cannot offer the required insurance for competitors at the competition area.

Had a national team not be able obtain the said third party insurance due to unavailability in their country, the event director must ask them to sign a liability release and waiver form before allowing them to participate in the championship. The pilots and their team will be held solely liable and responsible for any costs involving any accident or damage caused by them.

5.3.2 Medical

- There will be first aid medical service (paramedic) at the Landing area
- There is no medical helicopter provision
- One English speaking emergency doctor and an ambulance with appropriate equipment will be available during all operations. The expected response time for evacuation by ambulance to the hospital in Chonburi City is 30 minutes

6. Submission of Entries

- Entry Form by Sport: Deadline 2 May 2025 at 24.00 (Bangkok time)
- Entry Form by Number: Deadline 8 May 2025 at 24.00 (Bangkok time)
- Entry Form by Name: Deadline 1 September 2025 at 24.00 (Bangkok time)

All Entry Form by Sport, Entry Form by Number and Entry by Name may be sent via Game Management System (GMS) and subsequently confirmed with stamped original, then upload to the system.

If you need any assistant, please contact us:

The 33rd SEA Games Thailand 2025 Organizing Committee

Address: THASOC OFFICE, Sports Authority of Thailand
286 Ramkhamhaeng Road, Huamark, Bangkok, Bangkok 10240
THAILAND

Email: sports.thasoc@gmail.com, a.sportsdirector@gmail.com,
thaisoc2025@gmail.com,

Tel: +66 92 509 5644

7. Pre-Competition: Team Managers and Officials Meetings

• Technical Meeting (Pilots Briefings)

Date: 10 December 2025

Time: 11:00 -12:00

Venue: Nong Kho Airsports Club

Pilots Briefings Information:

- There will be a daily briefing each morning for pilots and team leaders at take-off.
- Briefings may be postponed or reconvened in the event of bad weather and times will be announced and posted on the notice board/Radio/Internet application.
- All pilots, team leaders and other personnel are required to attend briefings.

8. General Rules and Regulations

8.1 Rules

8.1.1 Eligibility Code (SEAGF 30)

To be eligible for participation in the SEA Games, a competitor must comply with the Federation's rules, regulations and by-laws, including this Charter and Rules, in particular in relation to eligibility and nationality, as well as the related provisions in the Olympic Charter, and the rules, regulations and by-laws for participation in the Olympic Games."

8.1.2 Nationality of Competitor (SEAGF 31)

Only nationals of the country of the NOC who are holding current valid national passports of the country of that Member-NOC shall be qualified and eligible to represent the Member-NOC in the SEA Games. All disputes relating to the determination of the country which a competitor may represent in the SEA Games shall be decided by the Arbitration Panel established under this Charter and Rules, in accordance with the Federation's rules, regulations and by-laws, including this Charter and Rules, relating to eligibility and nationality."

8.1.3 Number of Entries (SEAGF 34.3, 37)

- a) A minimum of four (4) NOCs must register to participate by the respective closing date of both the Entry by Number and the Entry by Name registration in a sport or discipline or team event and in the case of an individual event, a minimum of three (3) NOCs must register to participate by the closing date of both the Entry by Number and Entry by Name registration, for it to be included in the SEA Games programme. For the avoidance of doubt:
 - A doubles event shall be considered an individual event.
 - There shall be no waiver of this Rule on minimum entry.”
- b) The maximum number of entries from each nation in each event is fixed by the Federation in consultation with the Host NOC. However, the following numbers cannot be exceeded:
 - For individual events, including singles and doubles events, there shall only be two (2) entries from each NOC (without reserves) EXCEPT for the sports with weight category, such as all martial arts and combat sports, Body-building, Weightlifting, etc., where there shall only be one (1) entry per weight category or per event from each NOC; and for the sport of Sailing, where there shall only be one (1) entry per event from each NOC.
 - For team events, there shall be one (1) team per NOC, and the number of reserves shall not exceed the number of players allowed by the International Federation.
 - For all events where individual competitions are conducted, the competitors for any one (1) NOC cannot win more than two (2) medals in the respective individual events.
 - No Federation Member-NOC, including the Host NOC or the Organizing Committee of any SEA Games, is allowed to limit the participation of any other Federation Member-NOC or any athlete from participating in any sport, discipline or event solely on the ground or for any reason of limitation of participation.”

8.1.4 International Sport Federation

Federation Aeronautique Internationale (FAI)

8.1.5 Technical Officials and Jury of Appeal (SEAGF 41)

- a) The necessary technical officials, referees, judges, umpires, timekeepers, inspectors and other technical officials (collectively “International Technical Officials” or ITOs”) and a Jury of Appeal for each sport in such number as shall be determined by the Host NOC or the Organizing Committee, shall be appointed by the Host NOC or Organizing Committee in consultation with the appropriate IF/AF and in cooperation with the respective National Federation of the Host NOC or local sport official/representative. All such ITOs and Jury of Appeal officials approved

and appointed by the Host NOC or Organizing Committee shall be referred collectively as “IF/AF International Technical Officials” or IF/AF ITOs” and “Jury of Appeal” accordingly.

- b) The Organizing Committee shall pay for the air or international travel (based on best economy fare to the host city), accommodation (equivalent to a hotel of at least a 3-star internationally accepted rating, based on twin-share basis except for single rooms for Technical Delegates, Chief Umpires and Chief Scorer), meals, official local transport expenses and a per diem only of the IF/AF ITOs and Jury of Appeal officials at the established rates of the Organizing Committee starting from within than two (2) days before the start of the first event of the sport or discipline concerned until one (1) day after the end of the competition of the last event of that sport or discipline.
- c) In approving and appointments of ITOs and Jury of Appeal members, all IF and or AF concerned must give priority, first to the appointment of qualified ITOs and Jury of Appeal members who reside within the South East Asian (SEA) region, and second, to those who reside within the Asian continent, before appointing any ITOs or Jury of Appeal members from outside the SEA region or Asia continent.
- d) No official who has participated in a decision may serve in the Jury of Appeal that reviews it. The findings of the Jury of Appeal shall be communicated as soon as possible to the Federation Office, Host NOC, Organizing Committee and Executive Committee.
- e) Technical officials and members of the Jury of Appeal may not live in the Games Villages, but the Organizing Committee shall ensure and bear the cost of their accommodation, including board and local transport facilities at such established rates of the Organizing Committee.
- f) The Jury of Appeal’s decision(s) on all technical questions concerning its respective sport or of disciplinary nature is/are final. Such decision shall, however, be without prejudice to any further penalty and or sanction, which may be imposed by the Executive Committee.
- g) The Jury of Appeal shall be composed of a Chairperson (who shall be the Technical Delegate) and not more than two (2) other representatives as Jury of Appeal members, who shall be appointed by the IF/AF from amongst the IF/AF ITOS and or IF/AF representative(s) present at the Games.
- h) In the event of a dispute or protest relating to technical questions concerning its respective sport, discipline and or event, or competition or any matter that is disciplinary in nature, that is referred to a relevant Jury of Appeal, representatives of countries in the Jury of Appeal whose countries are involved in the dispute or protest must NOT participate in the deliberations and or decision making and cannot vote in the resolution of the dispute or protest.

- i) Any NOC dissatisfied with any decision of any Jury of Appeal (except decisions concerning matters of fact and judgment calls where no appeal is allowed) may refer his/her appeal to the Panel of Arbitrators

8.1.6 Arbitration Panel (SEAGF 42)

The Arbitration Panel shall deliberate and decide finally on all questions concerning the SEA Games or s, protests or appeals (including on any violation of anti-doping code, rules or regulations) from any sport, discipline or event or any disputes arising from or related to the SEA Games. NOCs or the Organizing Committee may also submit question or any matter related to the SEA Games to the Arbitration Panel for determination. Further, the Arbitration Panel may intervene in and determine all questions of non-technical nature outside the jurisdiction of the Jury of Appeal set up for each sport, discipline or event in the Games programme.

8.1.7 Penalty in case of Fraud (SEAGF 44)

A competitor proved to have fraudulently transgressed or breached any provisions of the Charter, Rules, Regulations or By-laws of the Federation shall be disqualified and lose any position or medal he/she may have gained. If this competitor's NOC is proved to have been a party to the fraud, his/her country shall be disqualified in the sport concerned.

9. Competition Rules and Regulations

9.1 Competition Rules

The Paragliding Competition of the 33rd SEA Games Thailand 2025 will be held in accordance with

- General Section of the FAI Sporting Code
- Common Section 7 of the FAI Sporting Code
- Section 7C of the FAI Sporting Code
- Section 7I Guidelines of the FAI Sporting Code

in force during the Games time.

In case of any disagreement in language interpretation of the Rules and Regulations, the English version shall prevail. Any unforeseen cases not covered by Rules and Regulations shall be resolved as follows:

9.1.1 General Issues: To be resolved in accordance with the SEAGF Charter and Rules.

9.1.2 Technical Issues: To be resolved in accordance with FAI competition rules and regulations and FAI norm.



9.2 Competitional Format

9.2.1 Launch Method

The following will apply:

- a. The method of launch will be the use of Winch tow.
- b. Two launch points have been allocated to allow for potential changes in wind direction that may occur during the flying day.
- c. Competitors must have good nil-wind as well as strong wind take-off skills.
- d. At the Launch and Meet Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he/she appears unable to launch safely in wind and weather conditions that fall within operating limits.
- e. A failed take-off attempts or safety problem arising immediately after take-off (and which is not a result of pilot's poor pre-flight check) which results in a landing at take-off, or away from the target, will be eligible for a re-launch for that round when allowed by Meet Director.
- f. The launch interval is nominally 90 second between each pilot.

9.2.2 Priority or Launch Order

- a. At the start of the competition at registration, teams all pilots will be entered in a draw to determine at random the flying order. Then, all the number 1s from each team fly first, followed by number 2s, 3s etc. At registration, the Team Leader will confirm the flying order of his team members.
- b. Each nation's team members will be allocated a number 1, 2, 3, etc.
- c. The organizer will provide numbers for each pilot, which must be displayed on the leg during each task.
- d. An ordered launch method will be used in this competition.
- e. Competitors must follow the specified priority or launch order.
- f. When the final round of the competition is called, pilots will be launched in reverse order dependent on their current competition position.
- g. Competitors not ready to fly in the established flying order when called forward to launch by the Launch Marshal, or who take off without the Launch Marshal's permission, will be liable to a maximum score.
- h. Pilots who are not present at launch will be marked ABS in the results of that round and a maximum score will be recorded.
- i. A pilot who did not fly will be indicated as DNF in the results for that round and a maximum score will be recorded.

9.3 Official Equipment and Competition Attire

- All equipment, Glider, Harness, Helmet, Shoes and Reserve parachute must comply with the requirements of the Sporting Code Section 7C.
- Pilots must have their own Tow / release system or rent/buy it from the organizer. The Inspection committee will check equipment during the registration process.

9.4 Radio Transceivers

Every pilot must fly with VHF (2 meters radio)

- Radios are not to be used for the purpose of providing advantageous competitive information or for coaching.
- Radios or other communication devices are not to be used during competition flights, other than for emergencies. Only frequencies allocated by the organizers may be used.
- Voice activated microphones (VOX operated) are strictly forbidden.
- Official Radio Safety Frequency is 144.425 Mhz.
- Organizer Radio Frequency is 144.450 Mhz.

9.5 The Target

- The target will be laid out on a flat area.
- It will be represented by a clearly marked circle on the ground with an automatic measuring device in the center.
- Clearly marked circles will be set at 1m, 2m, and 10m radius.
- The marking of circles is indicative and not intended for scoring purposes.
- Scoring will be up to a 2-metre radius.
- An Automatic Measuring Device (AMD) will be used for measuring scores up to a minimum of 15cm.
- The dead center of the AMD target will comprise a 2cm diameter clearly marked disc.

9.6 Scoring

- a. Competitors will be scored according to the distance in centimeters between the first point of ground contact with their body and the edge of the dead center disc to a maximum score of 200 cm
- b. Individual scores shall be an aggregate of all scores achieved by that competitor.
- c. When five (5) or more valid rounds are completed, the worst score is dropped.
- d. The winner shall be the pilot gaining the lowest aggregate score across all the rounds flown in the Competition.
- e. In the case where the same nation occupies the top 3 positions in an individual category, only the Gold and Silver Medals will be awarded to the top two competitors: the bronze medal will be awarded to the next best pilot from another nation.
- f. If any team has less than three competitors, a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor.
- g. Each nation's team score for each round will be calculated as the aggregate score of their best 4 pilots (best 4 out of 6).
- h. There is no dropping of the worst score in team scoring.



- i. As soon as is practical at the end of each round, the recorder will post the scores on the main notice board. These will be marked Provisional, with the posting time and date clearly visible. Any complaint against the Provisional scores must be lodged within one (1) hour of the scores being posted.
- j. Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitors fall.
- k. 'Fall' means if any part of the body or equipment (excluding speed system) touches the ground before the wing does.
- l. If competitor's lands with both feet together and the first point of contact cannot be determined, then the furthest point of the footprint is measured.
- m. A pilot landing outside the target area must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a re-flight.
- n. **Tied Scores (Teams)**
 - In the event of any tie between the first three teams at the end of regular competition, all members of each of those teams will have an additional flight, if circumstances permit, and the Nation's team score will be calculated.
 - If any teams are still tied, this will be repeated as required until the tie is broken.
 - In the case of insufficient time, as determined by the Meet Director, the fly off will be between one nominated member from each team.
 - If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the team with the highest number of 0cm scores will be declared the winner of the tie break.
 - If they are the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.
- o. **Tied Scores (Individuals)**
 - In the event of a tie between any of the first three individuals, both (or all) will have an additional tie-breaker flight.
 - If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0cm scores will be declared the winner of the tie break.
 - If they are the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.

9.7 Number of Rounds

- 9.7.1 A minimum of one (1) round is required for the validation of the event.
- 9.7.2 There will be a maximum of eight (8) rounds.
- 9.7.3 There will be no 'knock-out' system.



9.8 Wind Speed

The designated maximum permitted wind speed is 6 m/s at the target area. This may be changed by the Meet Director at the pilot briefing.

9.9 Safety Committee

9.9.1 A safety committee will be appointed at the initial Pilot Briefing and it will include:

- The Safety Director
- The Meet Director (or his deputy)
- The Launch Marshal (or Deputy)
- A Senior member of Judging Team

9.9.2 A minimum of two experienced participating pilots (one of them a foreign pilot)

9.9.3 The Safety Director's responsibility will be to monitor all aspects of safety. This includes but is not limited to:

- Addressing all pilots at a specific safety briefing.
- Attending all pilot briefings.
- Checking meteorological condition especially wind speed at launch and target.
- Checking pilot separation.
- Preventing pilot launching with unsafe equipment.
- Collecting accident reports.
- Discussing incidents with the technical delegate and presenting conclusions at pilot briefings.

Note: The Safety Officer, in conjunction with the Meet Director, may stop the competition for reasons of safety.

9.10 Protest Committee

The Protest Committee will consist of 3 persons including a President.

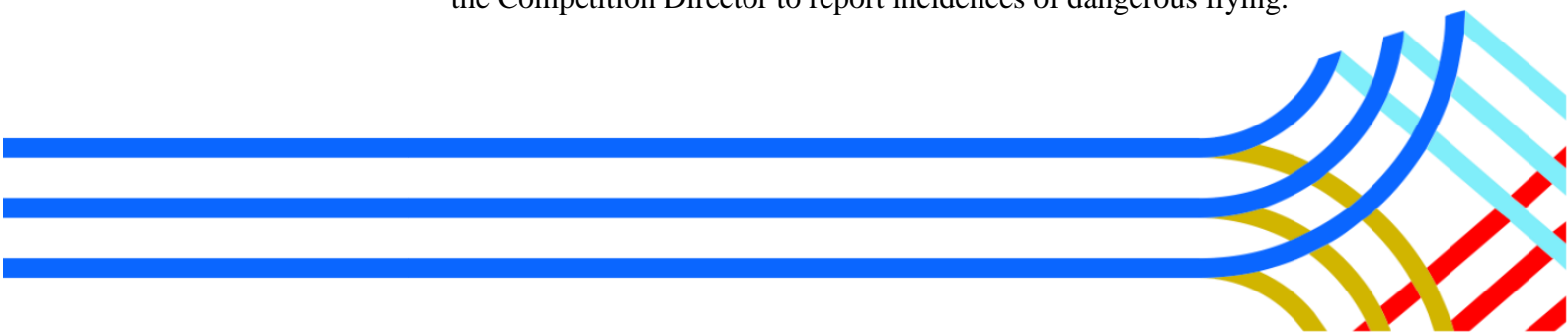
9.11 Penalties

Refer to the Sporting Code Section 7C Paragraph 6.

9.11.1 Dangerous flying:

- First offence: official warning.
- Second offence: maximum score for the round.
- Third offence: exclusion from the competition.

9.11.2 The Chief Judge and Launch Marshal shall liaise with the Safety Director and the Competition Director to report incidences of dangerous flying.



- 9.11.3 Other rules infringements: As for dangerous flying.
- 9.11.4 Specific regulations or changes will be announced at every day's briefing.

9.12 Complaints and Protests

- 9.12.1 Complaints and Protests will be dealt with according to the procedures in Section 7C and FAI Sporting Code General Section.
- 9.12.2 A complaint may be made to the Meet Director or his deputy. It should be made with the minimum delay and it will be dealt with expeditiously.
- 9.12.3 If the complainant is not satisfied with the outcome, the pilot or their team leader may make a protest in writing to the Meet Director or his deputy.
- 9.12.4 The time limit for protests is one (1) hour after notification of the result of the complaint.
- 9.12.5 The protest fee is THB 2,000 or equivalent. It will be returned if the protest is upheld.
- 9.12.6 If provisional scores are posted more than 2 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 7.00 am.
- 9.12.7 The Official Protest forms and printed copies of SC7c will be available at the scorer table, and with the Launch Marshal and Chief Judge.

9.13 Pre-Fliers

- 9.13.1 The official pre-fliers will be notified to all pilots at the first competition briefing. They will be experienced pilots familiar with the local site, who understand the importance of their role in the Championship. They will not be competitors.
- 9.13.2 There will be no free-flying allowed from the Competition site in use, either during the competition or during a stand down.

9.14 Delays, Postponement or Cancellations

The Technical Delegate must consult the THASOC Secretariate if there is any delay, postponement or cancellation of any competition that affects the scheduled times for “live broadcast” or victory ceremonie



POWERED PARAGLIDING (PARAMOTOR)

1. Dates

The **Powered Paragliding (Paramotor)** competition for the 33rd SEA Games Thailand 2025 will be held from **14 to 19 December 2025**.

Competition Dates: 14 to 19 December 2025

Training Date: 15 December 2025 (Official Practice Day)

2. Venues

The Powered Paragliding (Paramotor) competition venue will be held at Nong Kho Airports Club, Si Racha, Chonburi which serves two (2) purposes:

- The competition field-of-play (FOP)
- The training - warm up field

3. Event

The **Powered Paragliding (Paramotor)** competition will consist of **one (1) event** as team mixed event.

One (1) Events			
Discipline / Events	MEN	WOMEN	MIXED
1. Team Combined			√
Total			1

- Note:**
1. Each NOC may enter a maximum of three (3) athletes for the Powered Paragliding competition.
 2. Both males and females are eligible to enter in the same class.
 3. Each NOC may enter a maximum of one (1) team per event.
 4. Each NOC may enter a minimum of one (1) team consisting of one (1) athlete, either male or female.
Should the NOC choose to enter less than three (3) athletes, the team score takes into account only the valid scores of the existing team members.

4. Competition and Training Schedule

4.1 Competition Schedule

Day	Date	Session	Time
1	14 December 2025	Arrival / Equipment Inspection	08:00 - 18:00
		General Briefing	20:00 - 21:00
2	15 December 2025	Official Practice Day	06:00 - 18:00
3	16 December 2025	Competition Day 1	06:00 - 18:00 09:00 - 17:00
4	17 December 2025	Competition Day 2	06:00 - 18:00 09:00 - 17:00
5	18 December 2025	Competition Day 3	09:00 06:00 - 12:00
6	18 December 2025	Medal Ceremony	17:00 - 18:00

7	19 December 2025	Departure	
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5. Entries

5.1 Eligibility

- 5.1.1 Only SEAGF member NOCs and are entitled to send athletes to participate in the Paragliding competition of the 33rd SEA Games Thailand 2025
- 5.1.2 Only nationals of the country of the National Olympic Committee (NOC) shall be qualified to represent the NOC in the Games. All disputes relating to the determination of the country, which an athlete may represent in the SEA Games shall be resolved in accordance with the SEAGF Charter and Rules as well as Rule 41 and By-law to Rule 41 of the Olympic Charter (Nationality of competitors).
- 5.1.3 A competitor who is a national of two (2) or more countries at the same time may represent either one (1) of them, as he may elect. However, after having represented one country in the Olympic, Asian continental and South East Asian continental regional or world championships recognized by the relevant IF, the competitor may not represent another country unless he or she meets the conditions set forth in sub section 4 below that apply to the persons who has changed his nationality or acquired a new nationality.
- 5.1.4 The Championships are open to all countries in the continent of South East Asia. The National Air Sport Control (NAC) of each country may enter any number of powered paragliding pilots up to a maximum of 3 pilots, males and females are eligible to enter in the same class. No reserve pilots are allowed.
- 5.1.5 Entries must be made on the official Entry Form, to be provided in a supplementary bulletin or by using online registration system. Further communication from the Competition Managers or their representatives may be made to the entering NACs after the entering process to request for additional information as per the Sports Federation guidelines.

5.2 Entry Policies

- 5.2.1 Each NOC may enter a maximum of three (3) athletes for the Powered Paragliding competition. Males and females are eligible to enter in the same class.
- 5.2.2 Each NOC may enter a maximum of one (1) team per event.
- 5.2.3 Each NOC may enter a minimum of one (1) team consisting of one (1) athlete, either male or female. Should the NOC choose to enter less than three (3) athletes, the team score takes into account only the valid scores of the existing team members.
- 5.2.4 The official language of the competition is English.

*** NOCs that withdraw their athletes after the submission of the final entries by name, will be faced with disciplinary action by the SEAGF Charter and Rules.



5.3 Document information for attend the competition

5.3.1 Insurance

The organizers require that documentary proof in English must be presented to the registration team before the start of the championship of:

- Valid insurance covering public liability risk to the minimum value of THB 400,000 or equivalent.
- Valid paragliding competitions personal accident insurance. This must include all medical treatment and all repatriation to the country of origin and medical treatment if required.

Important Note: The organizer cannot offer the required insurance for competitors at the competition area.

Had a national team not be able obtain the said third party insurance due to unavailability in their country, the event director must ask them to sign a liability release and waiver form before allowing them to participate in the championship. The pilots and their team will be held solely liable and responsible for any costs involving any accident or damage caused by them.

6. Submission of Entries

- Entry Form by Sport: Deadline 2 May 2025 at ~~24.00~~24:00 (Bangkok time)
- Entry Form by Number: Deadline 8 May 2025 at ~~24.00~~24:00 (Bangkok time)
- Entry Form by Name: Deadline 1 September 2025 at ~~24.00~~24:00 (Bangkok time)

All Entry Form by Sport, Entry Form by Number and Entry by Name may be sent via Game Management System (GMS) and subsequently confirmed with stamped original, then upload to the system.

If you need any assistant, please contact us:

The 33rd SEA Games Thailand 2025 Organizing Committee

Address: THASOC OFFICE, Sports Authority of Thailand
286 Ramkhamhaeng Road, Huamark, Bangkok, Bangkok 10240
THAILAND

Email: sports.thasoc@gmail.com, a.sportsdirector@gmail.com,
thaisoc2025@gmail.com,

Tel: +66 92 509 5644

7. Pre-Competition: Team Managers and Officials Meetings

7.1 Technical Meeting (~~Pilots~~ General Briefings for Team Leaders and Pilots)

Date: 14 December 2025~~TBC~~

Time: 20:00 – 21:00~~TBC~~

Venue: ~~TBC~~Nong Kho Airsports Club, Si Racha, Chonburi

Pilots Briefings Information:

- 7.1.1 There will be a daily briefing each morning for pilots and team leaders at take-off.
- 7.1.2 Briefings may be postponed or reconvened in the event of bad weather and times will be announced and posted on the notice board/Radio/Internet application.
- 7.1.3 All pilots, team leaders and other personnel are required to attend briefings.

8. General Rules and Regulations

8.1 Rules

8.1.1 Eligibility Code (SEAGF 30)

To be eligible for participation in the SEA Games, a competitor must comply with the Federation's rules, regulations and by-laws, including this Charter and Rules, in particular in relation to eligibility and nationality, as well as the related provisions in the Olympic Charter, and the rules, regulations and by-laws for participation in the Olympic Games."

8.1.2 Nationality of Competitor (SEAGF 31)

Only nationals of the country of the NOC who are holding current valid national passports of the country of that Member-NOC shall be qualified and eligible to represent the Member-NOC in the SEA Games. All disputes relating to the determination of the country which a competitor may represent in the SEA Games shall be decided by the Arbitration Panel established under this Charter and Rules, in accordance with the Federation's rules, regulations and by-laws, including this Charter and Rules, relating to eligibility and nationality."

8.1.3 Number of Entries (SEAGF 34.3, 37)

- a) A minimum of four (4) NOCs must register to participate by the respective closing date of both the Entry by Number and the Entry by Name registration in a sport or discipline or team event and in the case of an individual event, a minimum of three (3) NOCs must register to participate by the closing date of both the Entry by Number and Entry by Name registration, for it to be included in the SEA Games programme. For the avoidance of doubt:
 - A doubles event shall be considered an individual event.
 - There shall be no waiver of this Rule on minimum entry."
- b) The maximum number of entries from each nation in each event is fixed by the Federation in consultation with the Host NOC. However, the following numbers cannot be exceeded:



- For individual events, including singles and doubles events, there shall only be two (2) entries from each NOC (without reserves) EXCEPT for the sports with weight category, such as all martial arts and combat sports, Body-building, Weightlifting, etc., where there shall only be one (1) entry per weight category or per event from each NOC; and for the sport of Sailing, where there shall only be one (1) entry per event from each NOC.
- For team events, there shall be one (1) team per NOC, and the number of reserves shall not exceed the number of players allowed by the International Federation.
- For all events where individual competitions are conducted, the competitors for any one (1) NOC cannot win more than two (2) medals in the respective individual events.
- No Federation Member-NOC, including the Host NOC or the Organizing Committee of any SEA Games, is allowed to limit the participation of any other Federation Member-NOC or any athlete from participating in any sport, discipline or event solely on the ground or for any reason of limitation of participation.”

8.1.4 International Sport Federation

Federation Aeronautique Internationale (FAI)

8.1.5 Technical Officials and Jury of Appeal (SEAGF 41)

- a) The necessary technical officials, referees, judges, umpires, timekeepers, inspectors and other technical officials (collectively “International Technical Officials” or ITOs”) and a Jury of Appeal for each sport in such number as shall be determined by the Host NOC or the Organizing Committee, shall be appointed by the Host NOC or Organizing Committee in consultation with the appropriate IF/AF and in cooperation with the respective National Federation of the Host NOC or local sport official/representative. All such ITOs and Jury of Appeal officials approved and appointed by the Host NOC or Organizing Committee shall be referred collectively as “IF/AF International Technical Officials” or IF/AF ITOs” and “Jury of Appeal” accordingly.
- b) The Organizing Committee shall pay for the air or international travel (based on best economy fare to the host city), accommodation (equivalent to a hotel of at least a 3-star internationally accepted rating, based on twin-share basis except for single rooms for Technical Delegates, Chief Umpires and Chief Scorer), meals, official local transport expenses and a per diem only of the IF/AF ITOs and Jury of Appeal officials at the established rates of the Organizing Committee starting from within than two (2) days before the start of the first event of the sport or discipline concerned until one (1) day after the end of the competition of the last event of that sport or discipline.

- c) In approving and appointments of ITOs and Jury of Appeal members, all IF and or AF concerned must give priority, first to the appointment of qualified ITOs and Jury of Appeal members who reside within the South East Asian (SEA) region, and second, to those who reside within the Asian continent, before appointing any ITOs or Jury of Appeal members from outside the SEA region or Asia continent.
- d) No official who has participated in a decision may serve in the Jury of Appeal that reviews it. The findings of the Jury of Appeal shall be communicated as soon as possible to the Federation Office, Host NOC, Organizing Committee and Executive Committee.
- e) Technical officials and members of the Jury of Appeal may not live in the Games Villages, but the Organizing Committee shall ensure and bear the cost of their accommodation, including board and local transport facilities at such established rates of the Organizing Committee.
- f) The Jury of Appeal's decision(s) on all technical questions concerning its respective sport or of disciplinary nature is/are final. Such decision shall, however, be without prejudice to any further penalty and or sanction, which may be imposed by the Executive Committee.
- g) The Jury of Appeal shall be composed of a Chairperson (who shall be the Technical Delegate) and not more than two (2) other representatives as Jury of Appeal members, who shall be appointed by the IF/AF from amongst the IF/AF ITOS and or IF/AF representative(s) present at the Games.
- h) In the event of a dispute or protest relating to technical questions concerning its respective sport, discipline and or event, or competition or any matter that is disciplinary in nature, that is referred to a relevant Jury of Appeal, representatives of countries in the Jury of Appeal whose countries are involved in the dispute or protest must NOT participate in the deliberations and or decision making and cannot vote in the resolution of the dispute or protest.
- i) Any NOC dissatisfied with any decision of any Jury of Appeal (except decisions concerning matters of fact and judgment calls where no appeal is allowed) may refer his/her appeal to the Panel of Arbitrators

8.1.6 Arbitration Panel (SEAGF 42)

The Arbitration Panel shall deliberate and decide finally on all questions concerning the SEA Games or s, protests or appeals (including on any violation of anti-doping code, rules or regulations) from any sport, discipline or event or any disputes arising from or related to the SEA Games. NOCs or the Organizing Committee may also submit question or any matter related to the SEA Games to the Arbitration Panel for determination. Further, the Arbitration Panel may intervene in and determine all questions of non-technical nature outside the jurisdiction of the Jury of Appeal set up for each sport, discipline or event in the Games programme.

8.1.7 Penalty in case of Fraud (SEAGF 44)

A competitor proved to have fraudulently transgressed or breached any provisions of the Charter, Rules, Regulations or By-laws of the Federation shall be disqualified and lose any position or medal he/she may have gained. If this competitor's NOC is proved to have been a party to the fraud, his/her country shall be disqualified in the sport concerned.

9. Competition Rules and Regulations

9.1 Status of Rules and Regulations

Once competition flying on the first day has started no rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective. (S10 4.8.4).

9.2 Registration

9.2.1 If not instructed otherwise in the bulletins issued prior to the event, the team leader and members shall report, upon arrival, to the Registration Office to have their documents checked and to receive supplementary regulations and information. The following documents are required:

- Pilot License and qualifications.
- Evidence of competitor's nationality.
- Valid FAI Sporting License for pilot.
- Certificate of Insurance (if applicable).

9.2.2 The Registration Office will be open as indicated on the information board.

9.2.3 Registration forms may be inspected by Team Leaders on request prior to the start of competition flying.

9.2.4 Once competition flying on the first day has started Competitors may not be substituted, nor change their aircraft.



9.3 Pilot Qualifications

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot license or equivalent certificate. The pilot must hold an FAI Sporting License issued by his own NAC.

9.4 Aircraft and Associated Equipment

9.4.1 Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event.

9.4.2 The aircraft must comply with the FAI definition of a Paramotor at all times (S10 1.3).

9.4.3 The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated. (S10 4.17.4)

9.4.4 All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

9.5 Range

All aircrafts will be expected to have a still air range of 100 km.

9.6 Contest Numbers

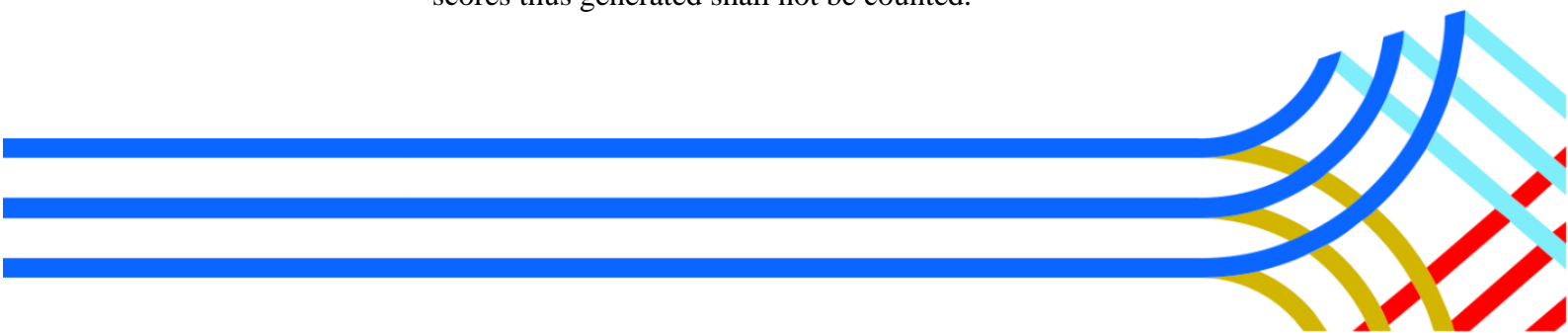
The organiser shall allocate numbers to each competing aircraft. Pilots shall normally display them on the pilot's helmet and cage netting and also centrally on the underside of the paraglider, top towards the leading edge.

9.7 Team Leader Responsibilities

The team leader is the liaison between the organisers and his team. He is responsible for the proper conduct of his team members, for ensuring that they do not fly if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules.

9.8 Practice & Rest Days

9.8.1 An official practice period of 1 day immediately preceding the opening of the Championships shall be made available to all competitors. All the infrastructure for the competition (maps, offices, scoring...) shall be ready for the first day of the official practice period. If practicable, on at least one practice day a task should be flown under competition conditions to test the integrity of the organisation. The scores thus generated shall not be counted.



- 9.8.2 Rest days or sessions will only be held on account of bad weather or unforeseen emergency.

9.9 Complaints

- 9.9.1 A competitor who is dissatisfied with a single aspect of a task, their score, or task design which affects the competitors score may, through his team leader, make a complaint in writing to the Director.
- 9.9.2 Complaints shall be made, and dealt with, without delay but in any case, must be presented not later than 6 hours after the respective Provisional Score sheet has been published, unless the remaining time is within 12 hours of the medal's ceremony, in which case the time limit is half the remaining time. The night time between 22:00 and 07:00 is never included.
- 9.9.3 A complaint that could affect a task result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be published on the official channel. (S10 4.35)

9.10 Protests

- 9.10.1 If the competitor is dissatisfied with the decision about its Complaint, the Team Leader may make a protest to the Director in writing and accompanied by the protest fee of THB 2,000 or equivalent. The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the Championship Director.
- 9.10.2 A protest must be presented not later than 6 hours after the respective Official score sheet has been published, unless the remaining time is within 12 hours of the medal's ceremony, in which case the time limit is half the remaining time. The night time between 22:00 and 07:00 is never included. (S10 4.36)

9.11 Flying and Safety Regulations

9.11.1 Briefing

- a) Briefings will be held for team leaders and/or competitors on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed and communicated through the designated channel.
- b) All briefings will be in English and be recorded in notes, by recorder or video. A Full task description, meteorological information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders and the TD. (S10 4.21)

- c) Procedures for flight preparation, take off, flying the task, landing and scoring together with any penalties will be specified in each task description. (S10 4.21)
- d) Flight safety requirements given at briefing carry the status of regulations. (S10 4.21)
- e) Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more team leaders. (S10 4.22)

9.11.2 Compliance with The Law

Each competitor is required to conform to the laws and to the rules of the air of the country in which the championships are held. (S10 4.23.1)

9.11.3 Fitness

- a) A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air, must be reported to the Director before flying.
- b) Every nation has the full responsibility to fight against doping. Anti-doping control may be undertaken on any competitor at any time.
- c) The decision to impose anti-doping controls may be taken by the FAI, the organiser or the organiser's national authority.

9.11.4 Airfield Discipline

Marshalling signals and circuit and landing patterns will be given at briefing and must be complied with. Noncompliance will be penalised.

9.11.5 The Crowd Line

- Is for safety purposes and is a line or area (not necessarily the fence separating spectators from the flying area) over which no part of a competitor's aircraft shall pass at any height at any time.
- The exact location of the crowd-line will be briefed by the competition organizer. The normal penalty for infringement is instant disqualification.

9.11.6 Preparation for Flight

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 4.23.3)

9.11.7 Flight Limitations

- Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided.
- Aerobatics and manoeuvres such as stalls, B-line stalls, deep stalls and spins are prohibited. 'Big ears' is accepted



9.11.8 Collision Avoidance

- A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.
- A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt. (S10 4.24.6)

9.11.9 Cloud Flying

Cloud flying is prohibited and aircraft shall not carry gyro instruments or other equipment permitting flight without visual reference to the ground. (S10 4.24.7)

9.11.10 Test and Other Flying

No competitor may take-off on a competition day from the contest site without the permission of the Director. Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task. Practising prior to a task is not permitted. (S10 4.25)

9.11.11 External Aid to Competitors

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 4.26)

9.11.12 Damage to A Competing Aircraft

- Any damage shall be reported to the organisers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts, such as a wing for a paraglider-controlled aircraft may be replaced by a similar model or one of lesser performance.

Note: Change of major parts may incur a penalty. (S10 4.23.4)

- An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class. (S10 4.23.5)



9.11.13 Electronic Equipment

- a) CIMA approved GNSS flight recorders are permitted and may be carried. Sealed mobile phones, switched off, may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken.
- b) Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task only materials issued by the organiser, mathematical calculators without any capability for any data transfer, and clocks may be used for preflight preparation and flight control. No other electronic devices with real or potential communication and/or navigation capabilities shall be available to, or accessed by the pilot or crew. (S10 4.27)
- c) All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.
- d) A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the organization at the time of issuing the scores, the competitor will get a 100% task penalty.
- e) Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

9.11.14 Protective Equipment

- a) A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft or wishes to start the engine.
- b) An emergency parachute system is mandatory.
- c) An emergency parachute is not to be considered as a part of the structural entity of an aircraft.
- d) Some precision tasks involve flying over water, pilots or the paramotor must be equipped with an emergency floatable device.

9.11.15 Prohibited Equipment

In addition to those items detailed elsewhere: Disposable ballast & binoculars.

9.11.16 Backtracking

During a navigation along a leg, competitors must not backtrack along the track line against the direction of the task. Backtracking is defined as flying with an angle of greater than 90 degrees in respect to the intended flight direction. This limitation is expected to the corridor defined by the width used to score gates in the task.



9.12 The Task

9.12.1 General

- To count as a valid championship task, all competitors in the class concerned will be given the opportunity to have at least one contest flight with time to carry out the task.
- A task may be combined with other tasks or set separately.

9.12.2 Types of Tasks

Only tasks approved by CIMA or listed in S10 A4 will be used.

9.12.3 Task Proportions

The proportion of the task values accumulated during the championship is approximately N:E:P = 1/3:1/3:1/3

9.12.4 Task Period

Times for take-off, closing of take-off windows, turn points and last landing will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

9.12.5 Task Suspension or Cancellation

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure. (S10 4.30)

9.13 Task Operation

9.13.1 Assistants

- a) Help from assistants is positively encouraged until a competitor enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.
- b) One assistant per team may be appointed by the Director to help pull-start the engine on the deck. Further helps, however, are prohibited.
- c) A wheel-chair bound or disabled pilot flying in PL1 class may be assisted in pre-launch preparation by one authorised person. Once the pilot is ready to launch, the assistant shall report that fact to the marshal, and will not help any more in the launch procedure. Either holding any part of Paramotor or wing canopy, or giving information about a canopy inflation is considered as a help.

9.13.2 The Secure Area

- a) Is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area.
- b) Competitors who do not respect the rules of the Secure Area may be liable to penalty.

9.13.3 Quarantine

- a) This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the director, usually for the purposes of scoring, fuel measurement and scrutineering of fuel tank seals, fuel systems, telephone seals etc. Once in the Quarantine and without the expressed permission of the Quarantine Marshal, the crew may not communicate with anyone else and may not modify or otherwise change the configuration of their aircraft and items carried.
- b) Competitors who do not respect the rules of the Quarantine area may be liable to penalty.

9.13.4 The Takeoff and Landing Deck

- a) A deck is a clearly marked area defined at the briefing. A minimum of 100m x 100m is required.
- b) There will be one deck provided for every 30 competitors.
- c) A deck will have a windsock within 100m of its boundary.
- d) There will be no significant obstacles within 200m of the boundary of a deck.
- e) Unless otherwise briefed, penalties will be awarded to Pilots or any part of their aircraft touching the ground anywhere outside a deck during a task.

9.13.5 Signal Flags

- a) The specific meaning of flags will be included in the task description, but generally:
 - GREEN means 'Start'
 - RED means 'Stop'
 - WHITE means 'go back to start and wait for green (re-start)'
 - * Typically used when there is a technical problem in the task, for example a slalom pole falls over.
- b) To maintain momentum, if a pilot incurs a zero-score penalty in a task it will be normal for the red flag to be waved, meaning the pilot must immediately abandon the task and leave the task area.



9.13.6 Take-Off

- a) All take-offs, unless otherwise briefed, must be affected entirely within the take off deck, except for emergency provisions given at briefing.
- b) No pilot may take-off without permission from the Director or a Marshal.
- c) In all tasks a PF must be foot launched.
- d) Open window or given order of take-off may be applied to tasks. In the case where the takeoff order is given the procedure will be briefed.
- e) A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description. (S10 4.30)
- f) Before departure, a pilot and/or his aircraft may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in expediting an inspection.
- g) Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

9.13.7 “Clean” Take Off

Is defined as a take-off attempt in which the canopy does not touch the ground between the moment it first leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

9.13.8 Engine Off Height

In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by:

- 500 Ft: "The engine must be stopped & propeller stationary for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground."
- For other heights, the heights will be determined by the time in seconds in respect to the above analogy on linearly proportional basis.



9.13.9 Landing

- a) All landings, unless otherwise briefed, must be affected entirely within the landing deck, except for emergency provisions given at briefing. The pilot may be liable to penalty if he or any part of his aircraft touches the ground outside the deck before he has removed his harness.
- b) Upon landing, pilots must immediately remove their aircraft from the deck.
- c) Pilots 'abandoning' their aircraft on the landing deck will be liable to penalty.

9.13.10 Good and Bad Landing

In tasks where pilots are asked to make a precision landing:

The objective is for the pilot to make a good landing on his own two feet without falling over. "Falling over as a result of the landing" will be interpreted as:

- GOOD: If the pilot falls to ONE knee - landing score as achieved.
- BAD: If the pilot falls to TWO knees OR if any part of the power unit touches the ground during the landing process - zero landing score.

9.13.11 Outlandings

- a) Outlandings shall be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal and fly home or return by road.
- b) Evidence of the landing place must be obtained from GNSS flight recorder evidence. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or charged for any rescue services which have been called out, or disqualification. (S10 4.32)

9.13.12 Emergencies

- a) All pilots must fold up their canopies immediately upon landing. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organization as soon as possible.
- b) A competitor landing to help an injured pilot shall not, at the discretion of the Director, be disadvantaged by this action.



9.14 Flight Control

9.14.1 Timing

- a) A task is deemed to have started the moment the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.
- b) In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but shall be within the overall time window.
- c) In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.
- d) All times are given, taken and calculated in local time or simple elapsed time, rounded down to:
 - 1/10th of a second in the case a manual timing system is in use.
 - 1/100th of a second in the case an automatic timing system is in use.
- e) As briefed for the task in question, timings may be taken when:
 - a pilot's feet leave the ground
 - any part of the pilot or aircraft touch the ground.
 - The pilot kicks a stick
 - The pilot flies through a gate
 - The pilot flies overhead an observer

9.14.2 Distance Measurement

All distances not obtained from FR's shall be calculated from the same official map of a scale not smaller than 1:100,000, and rounded up to the next 0.5 km.

9.14.3 Fueling

- Fuel will be measured by weight or volume but will be consistent for any given refueling session. Measured fuel quantities include oil where it is mixed with petrol. Fuel measured by volume shall be within $\pm 10^{\circ}\text{C}$ of the ambient temperature.
- Refueling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.
- Competitors must be able to demonstrate that their entire fuel system is empty.
- An official observer, or a team leader or competitor from a rival team must control fueling.
- Official observers will collect documentary evidence that all competitor's fuel systems are sealed immediately after fueling, and that all competitor's fuel systems seals have been inspected after landing. Sealing of tanks is optional if aircraft are moved under supervision of officials directly to the take-off place.

9.14.4 Take-Off or Landing

Take-off or Landing accuracy will be verified by official observer, video cameras or other precise means.

9.14.5 Inflatable pylons

- a) The purpose of an inflatable pylon is to clearly define a point. The point originates at the center of the base of the pylon and extends vertically to an infinite height.
- b) A pylon may be used to define a point to be turned, or if arranged in a pair, to define the extents of a gate.
- c) If it is intended for a pylon to be turned at low level (any part of the aircraft below pylon height) then the pylon shall be minimum 8m tall.
- d) Pylons shall be constructed and erected in a manner such that:
 - They will not deform or fall over in any wind in which it is reasonable to expect the task could be safely flown.
 - They will deform in the event of contact with an aircraft.
 - There are no supporting lines, or if there are, they do not constitute a hazard.
 - Stakes, inflation devices and other hard obstacles associated with a pylon are either buried, protected with padding or positioned to minimize accidental contact by a pilot or aircraft.
- e) Unless otherwise briefed, the valid rounding of a pylon is when the pilot body is clearly observed to have rounded it.
- f) Unless otherwise briefed, a pylon shall be deemed rounded when the pilot crosses in the correct direction the line on the ground with its apex at the pylon and orientated symmetrically to and remote from the two legs of the course at the pylon. (ref. GS A13.1 but without the 90 degree quadrant)

9.14.6 Gates, Turn points and Markers

- a) Control points may be:
 - Known control (turn) points. Their position and description will be briefed.
 - Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be briefed as:

- by the competitor recording the symbol and position on the declaration sheet.
- by a Marshal's report.
- by flight recorder evidence.



- b) Gates consist of two control points normally set 250m apart and perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and its timing may be briefed as:

- by a Marshal's report.
 - by flight recorder evidence.
- c) A score will only be given for gates crossed in the briefed direction and there may be additional conditions such as the pilot score will be associated only with the first or last time a gate is crossed.
- d) In all cases gates and control points must be defined either by a geographical point or feature unambiguously identifiable on the ground and on the official map, or by a physical device placed by the organiser on the ground such as a ground marker, inflatable pylon or a kicking stick.

9.14.7 Flight Boundaries

Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at briefing to cross such boundaries. (S10 4.33)

9.14.8 GNSS Flight Recorders

- a) The status of GNSS flight recorder evidence in the championship relative to other forms of evidence is as follows:
- All aircraft shall carry a FR which will be used as primary evidence.
 - In the event of a failure of the primary FR, a second FR or observer's report may be used as secondary evidence.
- b) Only CIMA approved FRs may be used and they must be operated in strict accordance with their approval documents. (S10 A6)
- c) The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labelled with the pilot's name and competition number and (if applicable) this information must be entered into the memory of the FR.
- d) The pilot must make a data transfer cable and a copy of the transfer software available to the organization if required.

Before the championship starts, each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

- e) It is the pilots responsibility to ensure that he is fully aware of the functions and capabilities of his FR e.g. that it has sufficient battery power and that the antenna is correctly positioned etc.
- f) Where FR data is to be used for scoring, the organiser must have visited every location which could affect the scoring and got a GNSS fix of that position. E.g. turnpoints, hidden gates etc. It is not acceptable to extract positions from a map in any circumstances. Points that will not require FR evidence for scoring (e.g. because a marshal will be taking times at a hidden gate) must be specifically briefed.
- g) The scoring zone for FR's is independent of any other zone or sector (e.g. one with ground observers). A scoring zone will normally be a cylinder of 200m radius and of infinite height.
- h) To score, a track fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle.
- i) Complaints about the physical mis-positioning of a scoring zone relative to a turnpoint will not be accepted unless it can be shown that the physical position of the location is outside a circle of radius $R = R_p/2$ where R_p = Radius or size of the scoring zone defined by the organisers.
(ie the physical location must lie inside an inner circle half the width of a gate or radius of a scoring zone)
- j) Gate time is taken from the fix immediately before it is crossed.



9.15 Scoring

9.15.1 General

- a) In Precision and economy tasks the decisive element in competition tasks is usually the elapsed time spent by each competitor to complete the task plus any time penalties incurred during the flight. Exceptions are described in the relevant task description.
- b) In Navigation tasks the 'traditional' scoring method will be used.
- c) The results from all tasks are translated into a points scoring system based on the position of each competitor in each task.
- d) In some small tasks, the translated points may be halved or scaled as indicated in the Task Catalogue or briefed by the CD.

9.15.2 Points allocation

- a) At the end of each task points are awarded* according to the number of competitors who are registered at the start of the first task, and the final position of each competitor in the task
 - according to the following table**:

* Examples of points allocation:

25 Competitors registered at the start of the first task: The winner of each task receives 32 points, 2nd receives 27 points, 3rd 24 points, 4th 22 points Etc.

** The maximum points can be calculated from the number of registered pilots such that $\text{Max. Points} = 9 - (\text{floor}(\max(\text{B\$3} - 18, 1) * 20\%) + 1) + \text{B\$3}$, where B\$3 is the number of registered pilots in that class. Points score may be calculated in a spreadsheet formula thus: $\text{MAX}(\text{if}(\text{\$A8}=1, \text{B\$2}, \text{if}(\text{\$A8}=2, \text{B\$2}-5, \text{if}(\text{\$A8}=3, \text{B\$2}-8, \text{B\$2}-6-\text{\$A8}))), 2)$, where \$A8 is the pilot's rank in task, B\$2 is the max score.



Number of registered competitors in class

Pos	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
1	60	59	58	58	57	56	55	54	54	53	52	51	50	50	49	48	47	46	46	45
2	55	54	53	53	52	51	50	49	49	48	47	46	45	45	44	43	42	41	41	40
3	52	51	50	50	49	48	47	46	46	45	44	43	42	42	41	40	39	38	38	37
4	50	49	48	48	47	46	45	44	44	43	42	41	40	40	39	38	37	36	36	35
5	49	48	47	47	46	45	44	43	43	42	41	40	39	39	38	37	36	35	35	34
6	48	47	46	46	45	44	43	42	42	41	40	39	38	38	37	36	35	34	34	33
7	47	46	45	45	44	43	42	41	41	40	39	38	37	37	36	35	34	33	33	32
8	46	45	44	44	43	42	41	40	40	39	38	37	36	36	35	34	33	32	32	31
9	45	44	43	43	42	41	40	39	39	38	37	36	35	35	34	33	32	31	31	30
10	44	43	42	42	41	40	39	38	38	37	36	35	34	34	33	32	31	30	30	29
11	43	42	41	41	40	39	38	37	37	36	35	34	33	33	32	31	30	29	29	28
12	42	41	40	40	39	38	37	36	36	35	34	33	32	32	31	30	29	28	28	27
13	41	40	39	39	38	37	36	35	35	34	33	32	31	31	30	29	28	27	27	26
14	40	39	38	38	37	36	35	34	34	33	32	31	30	30	29	28	27	26	26	25
15	39	38	37	37	36	35	34	33	33	32	31	30	29	29	28	27	26	25	25	24
16	38	37	36	36	35	34	33	32	32	31	30	29	28	28	27	26	25	24	24	23
17	37	36	35	35	34	33	32	31	31	30	29	28	27	27	26	25	24	23	23	22
18	36	35	34	34	33	32	31	30	30	29	28	27	26	26	25	24	23	22	22	21
19	35	34	33	33	32	31	30	29	29	28	27	26	25	25	24	23	22	21	21	20
20	34	33	32	32	31	30	29	28	28	27	26	25	24	24	23	22	21	20	20	19
21	33	32	31	31	30	29	28	27	27	26	25	24	23	23	22	21	20	19	19	18
22	32	31	30	30	29	28	27	26	26	25	24	23	22	22	21	20	19	18	18	17
23	31	30	29	29	28	27	26	25	25	24	23	22	21	21	20	19	18	17	17	16
24	30	29	28	28	27	26	25	24	24	23	22	21	20	20	19	18	17	16	16	15
25	29	28	27	27	26	25	24	23	23	22	21	20	19	19	18	17	16	15	15	14
26	28	27	26	26	25	24	23	22	22	21	20	19	18	18	17	16	15	14	14	13
27	27	26	25	25	24	23	22	21	21	20	19	18	17	17	16	15	14	13	13	12
28	26	25	24	24	23	22	21	20	20	19	18	17	16	16	15	14	13	12	12	11

[illegible]

Number of registered competitors in class

Pos	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21
1	44	43	42	42	41	40	39	38	38	37	36	35	34	34	33	32	31	30	30	29
2	39	38	37	37	36	35	34	33	33	32	31	30	29	29	28	27	26	25	25	24
3	36	35	34	34	33	32	31	30	30	29	28	27	26	26	25	24	23	22	22	21
4	34	33	32	32	31	30	29	28	28	27	26	25	24	24	23	22	21	20	20	19
5	33	32	31	31	30	29	28	27	27	26	25	24	23	23	22	21	20	19	19	18
6	32	31	30	30	29	28	27	26	26	25	24	23	22	22	21	20	19	18	18	17
7	31	30	29	29	28	27	26	25	25	24	23	22	21	21	20	19	18	17	17	16
8	30	29	28	28	27	26	25	24	24	23	22	21	20	20	19	18	17	16	16	15
9	29	28	27	27	26	25	24	23	23	22	21	20	19	19	18	17	16	15	15	14
10	28	27	26	26	25	24	23	22	22	21	20	19	18	18	17	16	15	14	14	13
11	27	26	25	25	24	23	22	21	21	20	19	18	17	17	16	15	14	13	13	12
12	26	25	24	24	23	22	21	20	20	19	18	17	16	16	15	14	13	12	12	11
13	25	24	23	23	22	21	20	19	19	18	17	16	15	15	14	13	12	11	11	10
14	24	23	22	22	21	20	19	18	18	17	16	15	14	14	13	12	11	10	10	9
15	23	22	21	21	20	19	18	17	17	16	15	14	13	13	12	11	10	9	9	8
16	22	21	20	20	19	18	17	16	16	15	14	13	12	12	11	10	9	8	8	7
17	21	20	19	19	18	17	16	15	15	14	13	12	11	11	10	9	8	7	7	6
18	20	19	18	18	17	16	15	14	14	13	12	11	10	10	9	8	7	6	6	5
19	19	18	17	17	16	15	14	13	13	12	11	10	9	9	8	7	6	5	5	4
20	18	17	16	16	15	14	13	12	12	11	10	9	8	8	7	6	5	4	4	3
21	17	16	15	15	14	13	12	11	11	10	9	8	7	7	6	5	4	3	3	2
22	16	15	14	14	13	12	11	10	10	9	8	7	6	6	5	4	3	2	2	
23	15	14	13	13	12	11	10	9	9	8	7	6	5	5	4	3	2	2		
24	14	13	12	12	11	10	9	8	8	7	6	5	4	4	3	2	2			
25	13	12	11	11	10	9	8	7	7	6	5	4	3	3	2	2				
26	12	11	10	10	9	8	7	6	6	5	4	3	2	2	2					
27	11	10	9	9	8	7	6	5	5	4	3	2	2	2						

28	10	9	8	8	7	6	5	4	4	3	2	2	2
29	9	8	7	7	6	5	4	3	3	2	2	2	
30	8	7	6	6	5	4	3	2	2	2	2		
31	7	6	5	5	4	3	2	2	2	2			
32	6	5	4	4	3	2	2	2	2				
33	5	4	3	3	2	2	2	2					
34	4	3	2	2	2	2	2						
35	3	2	2	2	2	2							
36	2	2	2	2	2								
Etc.	2	2	2	2									

Number of registered competitors in class

[illegible]

18	4	3	2
19	3	2	
20	2		

1. A pilot who did not fly will be marked DNS or "Did Not Start" on the score sheet and scores no points in the task.
2. A pilot who did not finish a task will be marked DNF or "Did Not Finish" on the score sheet but shall score points as normal.
3. A pilot who is disqualified will be marked DSQ or "Disqualified" and scores no points in the task.

9.15.3 Team and combined nation scores

The team score shall be computed from the sum of the scores of the top three pilots in each task grouped together.

9.15.4 Ties

In the event of a tie-on points, the winner shall be the team who has been placed first in most tasks. If this does not resolve the tie, the winner shall be the team who has second place in most tasks, and so on until the tie is resolved. This shall also apply to ties for any other place in the competition.

9.15.5 Moderation

If less than 50% of pilots in class start a task then each pilot's points score for the task will be reduced on a pro-rata basis according to the following formula***:

$$\text{Pilot final task score} = \text{ROUNDUP}(\text{Ps} * (\text{MIN}(1, (\text{Ts} / \text{Tc}) * 2)), 0)$$

Where

Ps = Pilot task points score.

Ts = Total started; Total number of pilots in class who started the task
(ie properly, beyond 5minute rule).

Tc = Total class; Total number of pilots in class.

9.15.6 Traditional scoring in navigation tasks

- a) A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 4.34.13)
- b) Deduction of penalty points shall be made after scoring for that task is completed. (S10 4.34.16)
- c) If a pilot's score is for any reason negative including penalties his score for the task shall be taken as zero. Negative scores shall not be carried forward. (S10 4.34.18)
- d) The following standard symbols will be used for scoring: V = Speed, D = Distance, T = Time

- e) If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests. (S10 4.34.19)

9.15.7 Score Sheets

- a) Score sheets shall be marked Provisional, Official, or if a protest is involved, Final. A Provisional score sheet may only become Official after all complaints have been answered by the director. Scores shall not be altered when the provisional sheet is made Official. (S10 4.34.2)
- b) If a failure in scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from either the Competition Director, or the scoring staff, or the equipment being used by them, this failure must be corrected regardless of time limits for complaints and protests.

9.15.8 Task score sheet

Shall state at a minimum:

- The event name, competition class, task number, description and type (precision or economy).
- Scoring status (Provisional, Official or Final).
- Competitors name, nation, competition number, performance, penalties, task score, position in task and points.
- The date and time the score sheet was issued.
- The date and time of applicable deadlines (Complaints or Protests).

9.15.9 General score sheets (individual)

Shall be produced for referencing purpose and shall state at a minimum:

- The event name \.
- Competitors name, nation, competition number, points in each task in the category.
- Competitors total points and overall position.
- Scoring status (Provisional, Official or Final).
- The date and time the score sheet was issued.

9.15.10 General score sheets (team)

Shall be produced for each medal category and shall state at a minimum:

- The event name and medal category.
- Team points in each task.
- Team total points and overall position.
- Scoring status (Provisional, Official or Final).
- The date and time the score sheet was issued.



*** This provides for those rare cases when the opinion of the majority of pilots and the competition director differ as to the suitability of the weather for flying the task. It means that pilots will not receive a big score for just being 'brave'.

9.16 Penalties

In general, any infringement of any flying, safety or task regulation will result in penalty.

9.16.1 Task penalties

- a) Penalties specific to each task are stated in the task description.
- b) In economy and precision tasks these generally translate to time being added to the pilot's performance or the pilot being relegated to last place in the task.
- c) In navigation tasks these are generally expressed as a percentage of the pilot's score.

9.16.2 General task penalties

In addition to the above, a general penalty of zero points in a task may be awarded when a competitor acts contrary to the brief * with potentially dangerous consequences**, for example:

- Running an engine in a public area.
- Circulating in a holding pattern in a direction contrary to the brief.
- Flying over the spectator area at low level.
- Flying back across a 'line of no return'.

9.17 Disqualification from the event

Actions which will normally result in immediate disqualification:

- 9.17.1 Bringing the event, its organisers, the FAI or the FAI sporting code into disrepute.
- 9.17.2 The use of banned substances.
- 9.17.3 Multiple instances of a dangerous flying penalty.

* Competition directors should carefully brief the safety aspects precision tasks and must be rigorous in issuing penalties for violations as by definition these actions could have dangerous consequences.

** Pilots who realize they have started a task while someone is already in it, or taken the wrong route around a course would be wise to immediately abandon the task by climbing away from the course in a safe manner or there is a very real risk they will be awarded a dangerous flying penalty.



9.18 Glossary of penalty codes

Detail in Appendix A

9.19 Task Catalogue

Detail in Appendix B

9.20 Delays, Postponement or Cancellations

The Technical Delegate must consult the THASOC Secretariate if there is any delay, postponement or cancellation of any competition that affects the scheduled times for “live broadcast” or victory ceremonies.

10. Technical Officials and Jury of Appeal

The appointments of Technical Officials and Protest Committee members will be in accordance with Law of the FAI competition rules and regulation.

In the events of any violation of the IF/AF Rules or Games Rule and Regulation by any participation, the SEAGF has the right to revoke his or her accreditation card and propose replacement of the participant concerned to the relevant party.

10.1 International Technical Officials (ITOs)

The list of proposed International Technical Officials (ITOs) is currently under review and pending approval by the respective Federation Aeronautique Internationale (FAI)

10.2 National Technical Officials (NTOs)

Royal Aeronautic Sports Association of Thailand shall nominate National Technical Officials (NTOs) for approval by THASOC to assist the International Technical Officials.

10.3 Protest Committee

The Jury of Appeal shall comprise of the members of the event Technical Committee. The Technical Delegate will act as its chairman. The decision of the Jury of Appeal shall be final.

11. Media Interview

11.1 All athletes should pass through the Mixed Zone as directed by the Media Officer.

11.2 Athletes and/or coaches should attend press conference and interview requests for them.

12. Prizes and Commendations

- Medals to the winners of the SEAGF Games shall be presented by the SEAGF President. The President may delegate this privilege to other members of the SEAGF, accompanied by the President of the IF and/or AF concerned (or their deputy), if possible, immediately after the event and where the competition took place in the following manner.

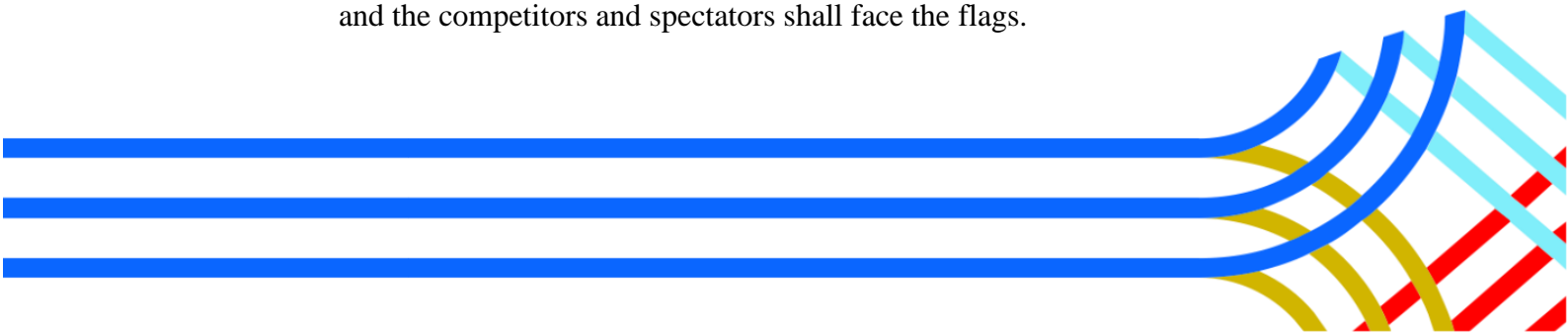


- The competitors who have been judged first, second and third shall take their places, in their sports uniforms, on a stand on the field facing the Tribune of Honour, with the winner slightly above the second who is on their right and the third who is on their left.
The flag of the delegates of the winner shall be hoisted on the central flag-pole and those of the second and third on adjoining flagpoles on the right and on the left, as they face the arena. Meanwhile, the abbreviated National Anthem of the winner is played. The three winners/winning teams shall turn towards the flags.
- The medal presentations shall be as per the following order:
 - Gold Medal – to the first-place winner.
 - Silver Medal – to the second-place winner.
 - Bronze Medal – to the third-place winner.
- All medalists must wear their respective NOC official uniform.
- No equipment or accessories may be taken by the athlete to the medal award ceremony or media interview areas, unless it is worn, e.g., shoes and clothing which must be in accordance with the SEAGF commercial guidelines.
- No kind of demonstration or commercial, political, religious or racial propaganda is permitted during the Victory Ceremony of the Games. Any action of such kind will be subject to penalization by the Executive Board EB including disqualification, withdrawal of medals, certificates, accreditation, rankings and the like.
- Any disrespect shown to the Games, Medals, Flags, Mascot or Certificates or any other material. by any athlete during the Victory Ceremony or during the Games will be subject to penalization by the EB, including but not limited to disqualification, withdrawal of medals, certificates, accreditation, rankings as decided by the EB.
- Victory, medals and diploma certificates, shall be in strict compliance with the SEAGF Protocol Guidelines. The design and format of the medals and diplomas shall be submitted to the SEAGF for its approval.

13. Victory Ceremonies

The medals may be presented by the board members of the Member-NOCs participating in the particular sport, discipline or event (with priority being given to those with medal winners) and or Guests of Honor of the Federation, and such victory ceremonies, if possible, shall take place immediately after the event at a place where the competition took place and in the following manner:

- The competitors who have been judged first, second and third shall take their places, in their sport attire or NOC designated attire, on a stand facing the Tribune of Honor, with the winner slightly above the second who is on his/her right, and the third who is on his/her left.
- The flag of the country of the winner shall be hoisted on the central flagpole or screen and those of the second and third on adjoining flagpoles or screen on the right and left as they face the arena. Meanwhile, the National Anthem of the country of the winner is played and the competitors and spectators shall face the flags.



14. Medical Code (SEAGF 33)

- The Host NOC and Organizing Committee of the SEA Games will ensure the health of all athletes and other participants during the SEA Games.
- Anti-Doping Rule Violations as defined by the World Anti-Doping Agency (WADA) Code is forbidden.
- All competitors shall be subject, during the Games, to doping control initiated by the Federation at any time or place, carried out in conformity with the WADA Code and its respective International Standards, as elaborated in the SEA Games Anti-Doping Rules.
- Competitors in sports restricted to women must comply with the prescribed tests for disorders of sexual determination when so needed.
- Any competitor refusing to submit to doping control or who is found guilty of any Anti-Doping Rule violation shall be excluded from the SEA Games.
- The principles of exclusion for teams and individuals shall be in accordance with the WADA Code.
- A medal may be withdrawn by order of the Executive Committee or the Council on the recommendation of the Chairperson of the Anti-Doping Committee when an athlete is found guilty of a violation under the SEA Games Anti-Doping Rules and or the WADA Code.
- The Anti-Doping Committee shall manage and implement the doping test programme for the SEA Games to which it was appointed for in accordance with WADA requirements, and implement the SEA Games Anti-Doping Rules and WADA Code.
- The SEA Games Anti-Doping Rules and Regulations shall in no way affect further and or other sanctions by the relevant International Federation, WADA and or any other relevant national, regional, continental, international or world organizations or bodies.
- All competitors and officials are also subject to, and shall comply with the respective anti-gaming and manipulation, and harassment and abuse, and safeguarding rules, regulations, codes and guidelines of the respective Federation Member-NOC, IOC, OCA, SEAGF, the respective IF and or AF of the sport concerned.
 - a) Any competitor or team official refusing to submit thereto or found guilty of any violation or offence thereunder shall be excluded from the SEA GAMES.
 - b) A medal may be withdrawn by order of the Executive Committee or the Council on the recommendation of the Arbitration Panel when an athlete is found guilty of any violation or offence thereunder.”

15. Doping Control

The 33rd SEA Games Thailand 2025 Organizing Committee, shall establish the SEAGF Anti-Doping Committee, which shall, under the guidance of the SEAGF and working with the SEAGF Office, be responsible for the Anti-Doping program for the 33rd SEA Games Thailand 2025. The Anti-Doping program will be run in accordance with the SEAGF Anti-Doping Rules and the WADA International Standard for Testing and Investigation. Sample analysis will be performed at a WADA-accredited laboratory or as otherwise approved by WADA. Both urine and blood tests will be conducted before and during the competition to ensure compliance.

Athletes requiring the use of a Prohibited Substance or Prohibited Method during the event must apply for a Therapeutic Use Exemption (TUE) through the SEAGF Anti-Doping Committee by the specified deadline (TBC). If an athlete has already been granted a TUE by their National Anti-Doping Organization or International Federation, the SEAGF Anti-Doping Committee will recognize it.

16. Approval of the Technical Handbook

This Technical Handbook was approved by the **Federation Aeronautique Internationale (FAI)** date8 May 2025

Any further amendments to the Technical Handbook shall be circulated via e-mail to the NOCs.



Appendix A

Glossary of Penalty Codes

The scoring system will use a system of unique codes to indicate penalties applied.

Penalty Code	Description in Technical Handbook
1M	Engine off for less than one minute before first touch.
2B	Failure to touch at least two balls.
2S	Failure to achieve at least two other strikes.
DB	Delay of more than 30 sec between green flag and first attempt to touch a ball.
DL	Delay of more than 30 sec between green flag and first attempt to strike first target.
DV	Departure from view of the marshals or egress from the permitted flight area.
EO	Entering the course out of order.
FO	Falling over as a result of the landing.
LO	Land outside the deck.
MP	Failing to pass a pylon.
OA	Overly aggressive overtaking.
OO	Out of take off order.
RO	Running out of the take off deck.
SF	Failure to strike the first or last target.
TD	Unreasonable take off delay.

TG	Touch the ground at any point between strikes first and last target
TH	Flying too high.
TO	First touch outside the landing mat.
TT	Pilot or any part of his Paramotor touches the ground during the task and takes off again.
UT	Unobserved take off.
WT	Wing touches the ground during the task.
XC	Circulating in a holding pattern in a direction contrary to the brief.
XE	Running an engine in a public area
XL	Flying back across a 'line of no return'
XS	Flying over the spectator area at low level.
ZD	Bringing the event, its organisers, the OCA or FAI or the FAI sporting code into disrepute.
ZM	Multiple instances of a dangerous flying penalty.
ZS	The use of banned substances.



Appendix B Task Catalogue

The General Section and Section 10 of the FAI Sporting Code takes precedence over the Technical Handbook wording if there is ambiguity.

Clarification

Class RPF or PF is “Solo Foot-launched Paramotors” The scoring of navigation tasks in this catalogue is the 'traditional' format but these are translated into ABG format individual and team general scores as described in the Technical Handbook.

P1 Precision Take-Off

Task type: Precision*

Objective

To make a clean take off at the first attempt in the deck.

Description

Pilots proceed to their designated takeoff deck and prepare to be ready to take off.

Pilots must NOT take off until they are sure an observer is ready to judge their takeoff performance. (e.g. a green flag is waved). Unobserved takeoffs will be penalised.

The pilot receives:

- 1st place for a clean take off at the first attempt.
- 2nd place for a clean take off at the second attempt.
- 3rd place for a clean take off at the third attempt.
- 4th place for a successful takeoff after four or more takeoff attempts.

Penalties

5th place

- Unobserved takeoff.
- Out of takeoff order.
- Unreasonable takeoff delay.
- Running out of the takeoff deck.

Scoring

Is described above.

This small task is worth 50% of the competition score. The fraction of more than or equal to 0.5 will be rounded up.

* This task is scored independently but is usually included before another flying task. To provide a decent level of competition it should only be deployed in nil or very light wind conditions.



P2 Precision Landing

Task type: Precision*

Objective

To land as near as possible to a target.

Description

The pilot enters the designated circuit pattern at minimum 500 ft AGL which is in principle circular with the landing target at its center. The minimum height may, however, be set differently at briefing.

A green flag is waved; pilot immediately flies to the center of the circle. **A good start** is when the pilot is overhead the target with engine off within 30 seconds of the green flag being first waved.

After at least one minute in the air since turning off his engine, the pilot attempts to make a first touch as near as possible to the center of a 6.5 m radius target.

The point from which the pilot's score will be derived is the first touch by the pilot's foot (PF) The pilot must vacate the landing area to a safe distance as soon as possible after landing.

If, after a good start, a landing attempt is baulked for some recognisable reason outside the pilot's control or there is a technical problem, then a **white flag** will be waved; the pilot may land in a safe place and will be permitted to re-start the landing task as soon as possible without penalty.

Penalties

Last place

- Engine off for less than one minute before first touch.
- First touch outside the target.
- Falling over as a result of the landing.

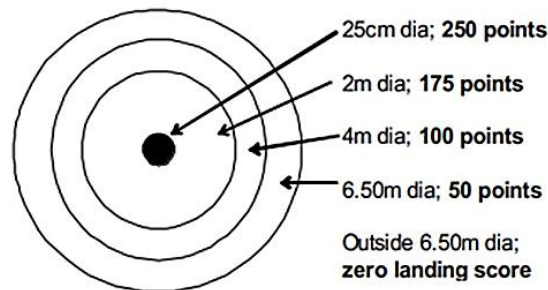


Scoring

Pilot score = As indicated in each area

This small task is worth 50% of the competition score if not otherwise briefed.

The fraction of more than or equal to 0.5 will be rounded up.



* This task is scored independently but is usually included at the end of another flying task.

P3 Bowling Landing

Task type: Precision*

Objective

Land without engine, hitting as many pins as possible.

Description

5-10 pins are placed along a line into wind in the landing area at regular intervals between 1 and 2m or otherwise briefed. **

The pins are 30-50 cm high and should be reasonably soft and lightweight. They can simply stand on the ground or be lightly set into the ground, or can be attached to a spring system like that of the kicking sticks. A pin is said to be hit when it is clearly seen by a marshal or electronic sensor to be hit, or when the pin falls down.

The pilot enters the designated circuit pattern at min. 500 ft AGL which is in principle circular with the landing pins at its centre. The minimum height may be set differently at briefing.

A green flag is waved; pilot immediately flies to the centre of the circle. **A good start** is when the pilot is overhead the target with engine off within 30 seconds of the green flag being first waved.

They will fly a minimum of 60 seconds and will try to hit as many pins as possible before touching the ground.



Penalties

Last Place

- Engine off for less than one minute before first touch.
- Striking no pins.
- Falling over as a result of the landing.

Scoring

Pilot Score = Number of pins hit (most pins hit is best)

This small task is worth 50% of the competition score, if not otherwise briefed. The fraction of more than or equal to 0.5 will be rounded up.

* This task is scored independently but is usually included at the end of another flying task.

** Normally 2m, but this may be reduced in windier conditions

P4 Paraball

Task type: Precision

Objective

Deliver balls to a target in the shortest possible time.

Description

The target is a 'basket' 2m in diameter and 1m deep. *

A circle of 5m radius is marked on the ground around the target.

3 balls ** are placed in a line 30-50m downwind from the target on marked start positions 3m apart from each other.

The pilot flies to the assigned circuit area and waits to start the task as briefed.

A green flag will be waved to indicate the pilot must start the task.

A good start is when the when the line the balls are on is crossed within 30 seconds of the green flag first being waved.

Timing starts when the line the balls are on is crossed (whether a ball is touched or not). The pilot approaches a ball, collects it with his feet and carries it to the target, or kicks the ball towards the target. This is repeated until all the balls are in the target or the time limit of 2 minutes is reached.

Timing ends when the last ball enters the target *** or when the maximum time limit is reached.



Balls must stay in the target. Balls that bounce out will be scored according to the distance from the target.

There are no limitations to the number, angle, speed or height of approaches to the balls, the number of times a ball may be touched, or the technique for hitting or carrying the balls. The pilot may touch and move on the ground, but the wing must not touch the ground during the task.

If a pilot is carrying a ball in the air when the time limit is reached, he is allowed extra time ***** to complete delivery of the ball to the target. This extra time finishes when the ball next touches the ground or after 30 seconds, whichever comes first.

A red flag is waved when the task has ended. Results are then measured at this state.

Penalties

5 seconds added to pilot time:

- For each ball which finishes inside the 5m zone but not in the basket.

10 seconds added to pilot time:

- Delay of more than 30 sec between green flag and first attempt to touch a ball.
- For each ball which finishes outside the 5m zone.

Last place:

- Entering the course out of order.
- Failure to touch at least two balls.
- Wing touches the ground during the task.

Scoring

Pilot task score = Pilot time + pilot time penalties. (shortest time is best).

* Construction should be light for safety reasons but strong enough to hold the force of a flying ball and to keep balls inside.

** Footballs are OK, but larger balls of 55 Cm dia. are better, eg 'gym balls'. In all cases they should be rather softly inflated so the pilot can get a good purchase on the ball and it doesn't bounce too well when dropped.

*** With the basket at 30m, a good time in this task is less than 60 sec.

**** a) If 2 minutes is reached and all balls are on the ground, no extra time, red flag is waved.

b) If 2 minutes is reached and a ball is being carried by pilot in the air, red flag operator waits until either ball touches ground, or extra time is finished. If the ball is still not on the ground, pilot scores as if the ball is outside the 5m zone.



Extra time is NOT included in the measured elapsed time, which is always max. 2 minutes. Thus, if a pilot manages to drop a 3rd ball into the basket during extra time he will score 2 minutes.

E1 Pure Economy

Task type: Economy

Objective

Take-off with a measured quantity of fuel and stay airborne for as long as possible and return to the deck. Free take-off within the time window.

Penalties

Last Place:

- Unobserved takeoff
- Departure from view of the marshals or egress from the permitted flight area
- Land outside the deck

Scoring

Pilot task score = Pilot time + pilot time penalties. (Longest time is best).

E2 Economy & Distance

Task type: Economy

Objective

To take off from the deck with a given quantity of fuel *, fly as many sections as possible around a course of one or more sections and land in a landing deck.

Description

Each section must be approximately 1km in length and must contain a landing deck. Lines of no return are arranged to prevent aircraft flying in the reverse direction to the general flow of traffic.

The pilot waits to start the task in the takeoff area as briefed.

A green flag will be waved to indicate the pilot must start the task.

Pilot enters the course and tries to fly as many sections as possible before landing in one of the landing areas.

Pilots must not exceed 200ft height at any time.



Pilots should overtake on the outside of the course, they may overtake on the inside but will not score that section if the manoeuvre is considered to be overly aggressive.

Penalties

No section scores

- Overly aggressive overtaking.
- Flying too high.
- Failing to pass a pylon.

5 sections

- Failure to land in a landing deck.

Last place:

- Pilot or any part of his Paramotor touches the ground during the task and takes off again.

Scoring

Pilot task score = Pilot number of sections completed - pilot penalties. (Most sections is best).

* If the '5-minute rule' is invoked, the pilot may not refuel and the section count restarts at zero at repeat takeoff.

E3 Economy & Navigation

Objective

To take off with a given quantity of fuel and locate an unknown number of markers within defined sectors and return to the deck.

Description

Each sector will contain a given IP (Initial Point) and a FP (Finishing Point) which may be a turn point, marker or gate. The pilot flies a given track between the IP and FP. An unknown number of markers may be distributed along the track.

Penalties

Last Place:

- Unobserved take-off
- Out landing

Scoring

Pilot task score = The number of ground markers and/or turn points a pilot collects in the task



E4 Speed Triangle & Out and Return

Objective

With limited fuel, to fly around a circuit in the shortest possible time, return to the deck, and then, with the pilots remaining fuel, fly in a given direction as far as possible and return to the deck.

Description

Teams proceed to the fuel control area to do the fuel control procedure.

Free take-off within the takeoff window.

Pilot flies through the IP1 gate to start the clock for part 1, the speed triangle.

- If the pilot flies repeatedly through this gate, the LAST time is the time taken.

Pilot flies around the triangle, passing through the scoring zones of the two turn points on the way, and flies through the FP1 gate.

Pilot performs the '4 sticks' task

Pilot flies through the IP2 gate to stop the clock for part one and to start part 2, the out and return.

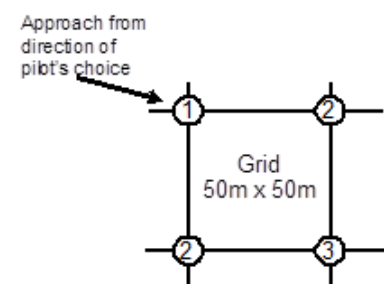
Pilot flies to a point of his own choice anywhere within the bounds of the official map and returns to the landing deck.

The distance measured is the total straight line distance from FP2 to the point of maximum distance and back to FP2.

Upon landing, all pilots must proceed immediately to the fuel tank and flight recorder checks.

The four sticks

4 standard slalom poles are set at the corners of a 50m x 50m square. The pilot must kick 3 of the 4 poles. The first pole the pilot kicks may be any of the 4 poles. The third pole the pilot kicks must be diagonally opposite the first, the second pole may be either of the two other poles.



The pilot may have as many attempts as necessary at striking the first pole, Only ONE attempt is allowed at kicking both the second and third poles.

There will be two groups of poles. If, in the opinion of the marshals on duty a conflict with another aircraft exists in the same group, and the other group is also occupied, then a red flag will be waved and both pilots should kick only one pole and then depart

on the rest of the overall task. Both pilots will then be given the opportunity to have ONE further attempt at this task as soon as possible after the end of the overall task.

Penalties

- Zero part 1 score
 - Missing one turnpoint in part 1.
 - Failing to pass through the IP1 or FP1 gates in the correct direction.
- Zero part 2 score
 - Failing to pass through the IP2 or FP2 gates in the correct direction.
 - Land out before completing part 2.
- Zero task score
 - Land out before completing part 1.
 - Missing both turnpoints in part 1.
 - Takeoff, or return through the FP2 gate outside the task window.
 - Flight in a no-fly zone.

Scoring

$$\text{Pilotscore} = \left(475 \times \frac{t_{Min}}{tp} \right) + Nq + \left(475 \times \frac{dp}{d_{Max}} \right)$$

Where:

tp = the pilot's time, Tmin = The best time (Part 1)

dp = the pilot's distance, dMax = the greatest distance (Part 2)

Nq = 10 points for kicking one stick, 25 points for two or 50 points for three.

N1 Pure Navigation

Task type: Navigation

Objective

To fly a course between as many turn points or markers as possible within the time window and return to the deck.

Penalties

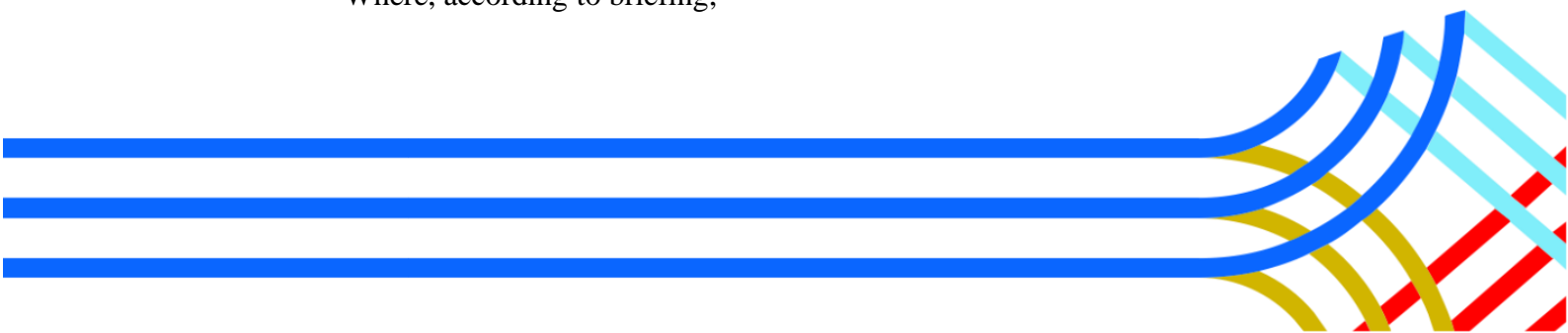
Zero task score

- Failure to cross the IP or FP gates in the correct direction.
- Takeoff, or return through the FP gate outside the task window.
- Land out.
- Flight in a no-fly zone.

Scoring

$$\text{Pilot score} = \left(1000 \times \frac{NBp}{NB_{max}} \right)$$

Where, according to briefing;



Either:

NBp = The number of ground markers and/or turn points a pilot collects in the task

NBmax = The maximum number of markers and/or turn points collected in the task

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

N2 Navigation / Estimated Speed

Task type: Navigation

Objective

To fly a course between any combination of turn points and gates as defined at the briefing having declared estimated flight times or estimated times of arrival as required at the briefing, and return to the deck.

Special rules

- The value of T, in seconds, will be given at the briefing.

Penalties

Zero task score

- Failure to cross the IP or FP gates in the correct direction.
- Takeoff, or return through the FP gate outside the task window.
- Land out.
- Flight in a no-fly zone.

Scoring

$$\text{Pilot score} = \left(700 \times \frac{NBp}{NBmax} \right) + (300 - T)$$

Where, according to briefing;

Either:

NBp = The number of ground markers and/or turn points a pilot collects in the task

NBmax = The maximum number of markers and/or turn points collected in the task

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

AND

T = The total difference in between pilot's estimated and actual times for all timed sectors. ($\geq 300 = 300$)

N3 Curve Navigation

Objective

Precisely fly the course defined by an arbitrary line drawn on the map, with time estimations and a time limit.

Planning

A course will be defined by a start (SP) and finish (FP) points and a line drawn on a map, with a small number of intermediate timing gates (TG). All TG points will be known before take-off.

Pilots will fill in a declaration sheet indicating their estimated times of arrival to every TG in the circuit, including the finish point. Estimated times will be given in seconds counted from SP. Planning may be done in quarantine, or not, according to the briefing. Pilots will hand their declaration to a marshal before take-off.

Take-off

Pilots must hand their declaration sheet to the marshal before take-off. Unless otherwise briefed, pilots will perform a free launch from their designated deck.

Flight

Time will start when the aircraft crosses the start point. Then pilots will precisely fly the course trying to cross the time gates in order at their estimated times. Navigation and timing end at the finish point.

There will be an undetermined number of hidden gates to validate the course. Gates must be crossed in order and proper direction. Crossing the same gate more than once in any direction invalidates the gate. Example: The sequence 1-2-4-3-5-6-5-7 will be evaluated as 1-2-4-6-7, a total of five correct gates.

Time will be measured at five known time gates (TG) and checked against pilot declarations. If a time gate is crossed more than once, time will be extracted from the first crossing. There will be a small bonus for speed along the whole course, that may include planning time if briefed.

Scoring

Hidden gate score

N_h = Number of hidden gates in the task

H = Number of hidden gates correctly crossed (crossed once, in order and proper direction) $Q_h = 900 \times H / N_h$

Known time-gate score (when the course includes known time gates). An expected time of arrival (ETA) to each gate will be calculated based on the pilot's declaration. The difference between the ETA and the real crossing is the time error for a gate.



E_i = Absolute error in seconds in gate i with a tolerance of 5 seconds and a maximum of 180. $H_i = 180 - E_i$ (Points obtained in gate i). Time gates not crossed score zero.

$Q_t = \sum H_i$ (Sum of points from all five timing gates, maximum 900)

Speed score

T_{start} = Time of crossing SP or time when the pilot starts planning (according to briefing) T_{fin} = Time of crossing FP

$T = T_{fin} - T_{start}$

T_{min} = Minimum time in the class

$Q_v = 200 * T_{min} / T$

Total

$Q = (Q_h + Q_t) * (1 + Q_v / 1000)$ $P = 1000 * Q / Q_{max}$

Task-specific penalties

Up to 100% penalty for backtracking, as defined at the briefing.

20% penalty for an excessive delay between effective take-off and crossing the start point.

Appendix C

DECLARATION SHEET

The following declaration sheet may be used in task N2 and N3.

Time Gate	Estimated time of arrival in seconds counted from the start point (SP)
SP	0s
FP	

PILOT NAME

BIB No. Team.....

Class Date

Task No. Pilot's Signature

