

Parawing Competition SFT Rulebook 2026

Rule Hierarchy

In the event of any conflict between documents, the following order of precedence shall apply:

1. Race Director instructions and official Riders Meeting announcements
2. Event Race Notice
3. SFT Competition Rulebook

Race Authority

The SFT Race Director has the final authority on the interpretation and application of these rules during the event.

The SFT Race Director has the authority to interpret these rules and make any necessary decisions regarding race management, safety, and fairness of competition.

The Race Director may adapt race formats, course layouts, or procedures when required due to weather conditions, safety considerations, or operational constraints.

Competitive Divisions

Competition divisions and additional awards may be defined in the official Race Notice of each event.

Typical divisions may include:

Open Pro/Am

Open competition category.

Youth Award U19

Additional prize category within the Open division. All riders compete in the Open fleet.

Riders eligible for the Youth Award U19 must not turn 19 during the year of competition.

For example, in a 2026 event, riders born in 2008 or later are eligible for the U19 award. Riders born in 2007 or earlier are not eligible.

Minimum age to compete: 14 years old in the year of competition.

Masters Award

Additional prize category within the Open division.

Riders eligible for the Masters Award must be 40 years old or older in the year of competition.

The exact divisions and awards applicable to each event will be confirmed in the official Race Notice.

Equipment

Only hydrofoils are eligible for use in competition. There are no restrictions on mast size, foil size, or foil design unless otherwise specified in the official Race Notice.

There are no restrictions on the dimensions or construction of the boards. Parawings must be storable and self launchable. Single, double, or hybrid designs are allowed.

Foot straps, pads, and wax are allowed.

Both serial production and prototype parawings, boards, and foils are allowed.

The use of a helmet and impact vest is mandatory.

Sportsmanship and Respect

SFT considers good sportsmanship, fair play, and respectful behavior essential to the development of our sport.

Riders are expected to compete with respect towards fellow competitors, race officials, the organizer, safety crew, media team, spectators, and SFT representatives.

Gentlemen's rules and common sense are important values in our sport. Riders must avoid unnecessary conflict, aggressive behavior, intentional obstruction, or any action that damages the spirit of fair competition.

A rider who behaves in a rude, abusive, aggressive, or unsportsmanlike manner may receive a warning, penalty, disqualification from a heat, or disqualification from the event, depending on the seriousness of the incident.

Format

The SFT Downwind Parawing Foil Competition will consist of various distinctive courses, designed to test different aspects of parawing skills.

There will be a number of days where the competition can take place depending on the wind forecast, safety requirements, and event schedule.

Time Trials and Qualification Series

Day 1 may include time trials that count as qualification times and seeding for the elimination series.

If a competitor misses the time trial race, the athlete can still compete in the elimination series, but will enter the first elimination race with a seeding lower than those who participated in the time trials.

Elimination Series

After the time trials, the competition may continue with elimination series.

The race may be run in an elimination ladder format, where each heat has a number of athletes competing against each other at the same time on the course. The best one or two athletes, or any other number announced in the Riders Meeting, advance into the next round until the final of the race.

SFT may also run half fleet or full fleet races depending on the number of riders registered, weather conditions, available space, safety, visibility, and crew or judges available to observe the race.

If half fleet or full fleet races are run, the number of advancing riders per heat will be announced before the races in the Riders Meeting.

Race Course Examples

Examples of courses where the main goal is to test the most complete rider will be shown in each SFT Downwind Parawing Race Notice prior to the event date. Courses may include upwind, beam reach, broad reach, and stashed downwind sections.

If we have flat water from offshore wind, the stashing zones may be shorter, as they will demand more pumping.

If we have onshore wind with swell, the stashing zones may be longer to make

better use of the swell conditions.

Time Trials and Sprint Race

Individual Race Format

SFT may use different race courses for the time trials. These will be communicated at the Riders Meeting before any race starts.

Courses will be decided according to fleet size, number of riders, weather conditions, sea state, safety considerations, and any other relevant information needed to design the race as fairly as possible.

Race courses will then be defined for the time trials.

Additional course variations may be introduced if required by logistics, safety, or operational constraints.

Time Trials Rules

Only one competitor will be on the course at any given time.

The competitor's time is measured from the moment they cross the start line until they cross the finish line.

Each competitor may be granted up to two attempts per course, if time allows.

In the event of a crash, the competitor has two minutes to regain flight and continue the run. Otherwise, the run will not be counted as valid.

Attempts and Ranking

If all competitors are able to complete two timed runs on the same course, the best single valid time will count for ranking and seeding.

Competitors who do not complete the course will be ranked based on the distance completed along the course at the point of crash or voluntary abandonment.

Penalties and Race Status for Time Trials

DSQ

Disqualification

A competitor will be disqualified from the run for:

Starting before the green flag or official start signal.

Failure to follow the correct buoy sequence.

Dangerous riding.

Unsportsmanlike conduct.

DNS

Did Not Start

In time trials, a competitor will be scored as DNS if they are not present at the starting line when the official start sequence is given by the boat.

The time trial starting sequence may be:

Red flag raised: 1 minute.

Red flag lowered: 10 seconds.

Green flag: start of the timed run.

DNF

Did Not Finish

A competitor will be scored as DNF if they are unable to regain flight within two minutes following a crash, or if they abandon the course after starting.

Elimination Series

Group Race Format

Final courses will be decided by the Competition Director or Race Director depending on weather and sea conditions, and will be communicated at the Riders Briefing.

SFT will try to make good use of the available time and launch as many valid heats as possible.

SFT may decide to run full fleet, half fleet, or smaller heat formats depending on conditions, logistics, and safety.

If a single elimination format is used, SFT may complete more than one round. In that case, riders may be reseeded for each following round according to the ranking rules.

Fleet Start Procedure

All competitors in a heat will start at the same time on an official start signal. The starting signal command will be given in visual form by the Race Director, Competition Director, start boat judge, or any other authorized race official. An acoustic signal may also be used. If the acoustic signal does not work or creates confusion, the visual flag signal will rule the start.

The standard fleet start procedure will be a 3 minute visual flag sequence:

3 minutes to start: Red flag raised.

2 minutes to start: Yellow flag raised.

1 minute to start: All flags lowered.

Start: Green flag raised. The heat starts.

The official start procedure may be adapted by the Race Director if required due to logistics, visibility, weather, safety, or operational constraints. Any adaptation will be explained at the Riders Meeting or announced through the official communication channel.

Start Line Restriction

From one minute before the official start, riders are not allowed to sail, cross, or pass through the area between the start line and the first mark or buoy of the course.

Riders must remain outside this restricted area until the official start signal is given.

A rider who enters this restricted area during the final minute before the start may be penalized or disqualified from the heat at the discretion of the Race Director or start boat judge.

This rule is intended to keep the start area clear, reduce interference, avoid last second crossing situations, and protect the fair course path of all riders approaching the start.

Proper Course and Start Conduct

During fleet starts, each rider must focus on their own timing, speed, and course to the start line.

Riders must not disturb, block, obstruct, or interfere with the proper course path of another rider.

For the purpose of this rule, proper course means the natural and reasonable path a rider is taking to start and sail the course correctly, without unnecessary interference from another rider.

A rider must not intentionally force another rider away from their reasonable start path, close the space of another rider in a dangerous way, or create unnecessary contact or risk of contact.

The goal of the start is to reward timing, positioning, control, and fair racing, not obstruction or aggressive interference.

Over Early Starts

A rider is over early when they cross the start line before the official start signal.

Over early starts will be called by the judge in the starting boat or by an authorized race official.

If an over early rider is clearly identified and the race continues, that rider will be disqualified from that heat if they complete the race course.

If SFT decides to make a general recall, any rider clearly identified as over early by the start boat judge or authorized race official will not be permitted to start the restarted heat and will be scored DSQ for that heat.

A general recall may be used when the start is not considered fair, safe, or clearly observable, or when too many riders are involved in an unclear start situation.

DNS in Fleet Races

In fleet races, a competitor will be scored as DNS if they do not show up or are not present in the start area during the official starting procedure.

A rider does not need to cross the start line to be scored DNS if they clearly did not take part in the start procedure of that heat.

This DNS rule for fleet races is separate from the DNS rule used for time trials.

Group Race Course Rules

All competitors must complete the course in the same way according to the course diagram and official Riders Meeting instructions.

The result of the heat is determined by the riders who complete the course correctly and cross the finish line in finishing order.

A competitor who completes the course incorrectly is disqualified.

Depending on the number of competitors in a heat, a given number of athletes will advance to the next round. The number of advancing riders will be announced in the Riders Meeting.

Competitors not qualifying for the next round will be ranked in the heat according to their finishing position across the finish line, or according to the distance completed on the course if the finish line is not crossed.

A heat is valid as soon as the number of competitors that qualify for the next round have completed the course.

A heat may also be considered valid two minutes after the first competitor has completed the course. In that case, the ranking of the remaining competitors in the heat is determined according to the distance they have completed on the course.

Crashes in the Elimination Series

Group Races

If a competitor crashes at the start or during the course, the athlete may get back to foil and continue the race, provided they do not interfere with other

competitors and continue the course correctly.

If two or more competitors crash with each other, the incident is generally treated as a normal racing incident unless dangerous riding, intentional obstruction, or unsportsmanlike conduct is identified.

Dangerous riding is called by the Race Director, Competition Director, start boat judge, or any other authorized member of the jury observing the race. Dangerous riding includes behavior that puts other competitors in danger, creates unnecessary risk, or shows disregard for safety or fair competition. A competitor who acts under dangerous riding may be disqualified from the heat or from the event, depending on the seriousness of the incident.

Elimination Ladder

Any race in the elimination series may be run with an elimination ladder in a knock out system.

In an elimination ladder, multiple athletes compete against each other in different heats, where the best competitors of each heat advance into the next round until the final.

SFT may use different elimination ladder systems according to the total number of participants, number of participants per heat, weather conditions, available time, and safety requirements.

Seeding in Elimination Ladder

For the first race of the elimination series, all competitors are seeded into the elimination ladder according to their result from the time trials.

If multiple competitors have the same result from the time trials, including DNS, DNF, or crashes over the time limit, those competitors will be seeded below those who obtained a valid ranking in the time trials. A draw may determine the positions between those who do not have a ranking.

The competitors who did not start at all in the time trials will be seeded below those who participated in the time trials. A draw may determine the positions between those who have not participated.

For the second and any following race of the elimination series, the result of the previous elimination race counts for the seeding of the next race.

Shared positions are split for the allocation in the elimination ladder by the result from the time trials.

Event Ranking

If the Elimination Series runs one race only, the result of that one elimination stands as the final event ranking. All heats required for that elimination must be completed to have a valid result.

If the Elimination Series runs multiple races, the results of each race count towards the final event ranking.

A competitor collects points for every result of a single race according to the position the athlete finishes within that race.

Event Ranking Points

The winner receives 0.7 points.

Second place receives 2 points.

Third place receives 3 points.

Fourth place receives 4 points.

After that, athletes knocked out in the same round and same finishing position receive the average points of all other competitors also knocked out in the same round and same finishing position.

The competitor with the lowest accumulated points is ranked first in the event ranking.

The competitor with the second lowest accumulated points is ranked second, and so on.

Discards

If four or more races are completed in the elimination series, every competitor can discard one result. This means the highest points collected in a single race will not count towards the event ranking.

If seven or more races are completed in the elimination series, every competitor can discard two results. This means the two highest points collected in single races will not count towards the event ranking.

If ten or more races are completed in the elimination series, every competitor can discard three results. This means the three highest points collected in single races will not count towards the event ranking.

Tie Breaks

If multiple competitors end up with the same total points in the event ranking, a competitor is ranked above another competitor by the following order of rules:

1. In favour of the competitor with the better result from the time trials.
2. In favour of the competitor with lower points discarded, if any discards have been applied.
3. In favour of the competitor who has finished more often ahead of the other competitor throughout all races, including discarded races.
4. In favour of the competitor with the higher number of first, second, third, and following place finishes throughout all races, including discarded races.
5. In favour of the competitor who finished better in the last race.
6. If all of the above rules fail to determine who is ranked above the other competitor, then the final event ranking shall stand with a shared position between these competitors.

Parawing Downwind Key Rules

Discipline

Races are held over a defined course with start and finish lines, marked by buoys.

One or more downwind sections are included.

During downwind sections, riders must advance using wave energy and or pumping only.

Downwind parawing propulsion is strictly forbidden and the parawing must remain stashed at all times.

Right of Way

Starboard tack has priority over port tack.

Leeward rider has priority when overlapped on the same tack.

Rider clear ahead has priority when not overlapped.

A rider changing tack or transitioning must keep clear until established.

When converging downwind and priority is unclear:

If riders are overlapped, the rider on the other rider's starboard side keeps clear.

If riders are not overlapped, the rider clear astern keeps clear.

Safety and Conduct

Avoid contact at all times when reasonably possible.

Riders acquiring right of way or changing course must give other riders room to keep clear.

Blocking or deliberate obstruction is prohibited.

Non competing riders must stay outside the competition area.

Riders must follow all safety instructions from SFT officials, the organizer, safety boats, and race officials.

Interference and Penalties

Interference includes hindering another rider's course, disturbing another rider's proper course path, blocking, deliberate obstruction, dangerous riding, or unsportsmanlike conduct.

Interference penalties may be applied by race officials, with or without a hearing.

Penalties may include warnings, score adjustments, heat reruns, or disqualification.

In serious or deliberate cases, disqualification from the event may be applied.

Redress

Redress may be granted if a rider's result is materially affected through no fault of their own.

Requests must be submitted in writing within the prescribed time limits.

The Race Director may apply any fair corrective action, including reruns or score adjustments.

Safety and Event Adaptation

The Race Director and SFT officials may postpone, modify, suspend, or cancel races when weather, safety, or operational conditions require it.

Any question, please contact our Sports Director at:

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We look forward to seeing you very soon.

The SFT Team.