

COMPETITION RULES (26V1)

The JHF is a Hike & Fly competition, using the Jura mountain range as its playground. Organization by VLS (Vol Libre Suchet), around the official landing field of Baulmes. The 2026 edition of JHF counts as the Swiss Hike & Fly Championship 2026. This regulation is based on the FSVL Hike & Fly 2026 sporting regulations.

For readability reasons, the masculine form is used as a generic form. The race is of course open to both women and men.

Game Rules

The organizers define the course of the round in the morning before the start of the round, in order to find the best options with regard to the weather, the race strategy and the safety of the participants. The competitors then set off to complete the course, by validating a maximum of predefined turnpoints in the shortest possible time. The ranking is made according to the number of points collected. Significant penalties are applied in case of late arrival. More details in the document “Task example & scoring JHF26”.

Hike & Fly ref. 2.1.6 and 2.1.7

Only 2 means of locomotion are authorized: your wing and your feet. The Swiss Hike & Fly Championship is an individual competition without any assistants. Personal belongings not required during the race may be transported by shuttle and/or stored in a secure and sheltered area. Participants having recourse to another means of locomotion will be assigned a daily total of zero points and no time recorded.

1. ORGANIZATION

1.1 Organizer and Race Director (RD)

The organizer is “Vol Libre Suchet” (specific commission). The Race Director is chosen by the organizer. The RD manages the organization during the competition, the briefings and constitutes the reference person.

1.2 Race Committee (RC) ref. 2.1.8

The Race Director (who is a member of the organizing committee, not competing) together with 2–3 pilots designated by the organization, forms the Race Committee. It is appointed no later than one day before the start of the competition. If necessary, the Race Director may call upon other members of the organizing committee in order to best define the courses according to weather conditions. The Race Committee defines the courses prior to the briefings.

1.3 Competition Jury ref. 2.1.9

The Competition Jury consists of the Race Director, a representative of the FSVL, and an athletes' representative. The athletes' representative is elected during the competition briefing. The jury rules in the event of disputes between competitors, imposes penalties, and validates the calculations used to establish the rankings. The jury reserves the right to adapt the race rules if it considers it necessary.

1.4 Conditions for postponement or cancellation

If the weather forecasts prove to be exceptionally unfavorable or dangerous, the Race Committee reserves the right to modify the program or the schedule. Likewise, it may neutralize the race for part of the duration of the event. In this case, the pilots will be informed during the briefing and via the WhatsApp group (important if the decision must be taken during the race).

However, Hike & Fly is an outdoor activity whose very principle is to make the best possible use of the elements, both on the ground and in the air. Therefore, a cancellation can only be considered in the case of exceptional weather conditions (according to the danger levels defined by MétéoSuisse).

The organizer may cancel the competition no later than 24 hours before the start if the weather forecasts prove to be extremely unfavorable over several consecutive days in the case of multi-day competitions. In the event that the competition must be canceled, the Committee will analyze the possibility of postponing the competition to a later date (as occurred during COVID-19).

2. PILOTS OR RULES FOR FLYING AND HIKING

2.1 General participation conditions

Each pilot must :

- Be fully autonomous in making flight / no-flight decisions.
- Have sufficient technical proficiency in Hike & Fly conditions, including take-off, flight, and landing in unfamiliar locations.
- Hold a pilot's license, paragliding category (FSVL or IPP4).
- Be able to provide proof of third-party liability insurance for aviation.

Depending on the situation, the Committee may request additional information in order to assess a pilot's level of competence (for example, a video). The organization strongly recommends that pilots hold personal accident insurance, as well as repatriation insurance (Air Glacier, Rega). Competitors do not benefit from any additional insurance beyond their individual coverage.

2.2 Race rules

- The pilot must carry their flight equipment (see 4.1) with them at all times.
- The pilot selects a single, complete set of equipment for the competition. In case of damage, the participant may request an exemption from the Jury in order to partially replace their equipment. The Jury will decide.
- The pilot must be able to provide a GPS track at the end of their task (personal GPS), recording all validated waypoints. This track allows the organizer to verify the validation of the waypoints. No track, no points.
- " Ground " waypoints are the only exceptions to the IGC track requirement.

2.3 Pilot responsibility ref. 2.5.1

Each athlete is responsible for decisions regarding the choice of routes, take-off areas, and whether or not to fly. The analysis of the terrain and the forecast and development of weather conditions must always play an important role. The organizer expressly declines all responsibility. If an athlete flies in dangerous or prohibited conditions, such as rain or poor visibility, the Competition Jury may impose penalties.

2.4 Movement rules ref. 2.5.2

- The pilot is only allowed to move on foot or in flight. Any other form of movement is strictly prohibited (swimming, cycling, roller skating, scooter, ...).
- Only official routes authorized for pedestrians (roads and marked paths) may be used. Access to private property must be avoided. Routes subject to official restrictions are prohibited.

2.5 Flight rules, zero tolerance ref. 2.5.3 - 2.5.5

- The general rules of Swiss aviation law, the federal game reserves, wildlife tranquillity zones, the OSAC ordinance, as well as local agreements with the authorities apply. In cross-border areas, the aviation law and protection regulations of the country concerned apply.
- Any violation of controlled airspace will result in a penalty that may lead to the immediate disqualification of the pilot.
- Any violation of regulated airspaces (including the three zones of the biotope decree at Mont d'Or, LS-R4, etc.) may result in the disqualification of the pilot.
- The pilot undertakes to comply with visual flight rules applicable to paragliding in accordance with Swiss and French laws.
- Ballast is permitted provided that the wing's all-up weight (AUW) is respected. Ballast is considered part of the flight equipment and must therefore be carried by the pilot throughout the entire race.

2.6 Flight prohibitions ref. 2.5.6

The organizer may impose flight bans for the entire day or for parts of the day due to dangerous weather conditions. This may be communicated either during the briefing or during the ongoing competition.

2.7 Landing behavior ref. 2.5.7

As soon as the athlete has landed, he/she must IMMEDIATELY pack up their paraglider. A paraglider left on the ground, not collected or not packed, means: I NEED HELP. Rescue operation costs resulting from negligent behavior are the responsibility of the athlete.

2.8 Emergency situations / activation of rescue services

A pilot flying in the vicinity of a pilot in difficulty must provide assistance or notify the Race Director by any available means. The Jury will assess the situation and decide on the method of score compensation for the pilot who provided assistance.

In the event of an accident : see the “Emergency Procedures Guidelines.”

3. PENALTIES ref. 2.6

3.1 In the event of a violation of the rules regarding airspace and/or prohibited ground areas, or dangerous conduct (rain, poor visibility, strong wind, nearby storm), the Competition Jury may impose penalties. The limits of airspaces and protected zones apply with no tolerance.

3.2 The Competition Jury has the right to adjust the penalty according to the degree of the violation and the underlying intent, in accordance with an internal agreement.

3.3 Time penalties, cancellation of the daily result, or exclusion from the competition may be imposed. The determination of the severity of the penalty falls within the competence of the Competition Jury.

4. PROCEDURES

4.1 Registration

Registration is done via a form on our website JuraHikeFly.ch. Payment is made online when entering personal information. There is a limited number of places available; the Committee evaluates the candidates based on specific criteria selected for this edition and communicates its selection at the end of January. The Committee does not disclose the exact criteria or their level of importance, in order to avoid encouraging candidates to overestimate their abilities. The Committee guarantees a fair and rigorous selection process based on three main criteria :

- Piloting level and experience.
- Support for the national and regional development of Hike & Fly.
- Commitment to the Hike & Fly community.

4.2 Entry fees

The registration fee includes :

- Safety management.
- Shuttle service for personal belongings.
- Depending on the type of organization (number of days), accommodation with half board (sleeping bag required).
- A tracking system for safety and race monitoring.
- Apéro and prize-giving after the competition.
- A souvenir prize for all participants.

Non-refund clause by the organizer : The organizer offers each registered pilot the opportunity to take out insurance to cover them in case of inability to participate in the event (according to the terms of the insurance). In the event of cancellation due to force majeure (e.g. COVID-19), a maximum of 50% will be refunded (subject to analysis based on costs incurred).

4.3 List of registered participants

The official list of participants is updated directly on the website or, preferably, on our social media. The organization considers that all pilots registered for the Jura Hike & Fly take part in the entire event.

4.4 Liability waiver and image rights

Each pilot must sign the waiver sent by the organization. Pilots also authorize Jura Hike & Fly to use their images for photos, films, reports, and articles produced in connection with the competition.

4.5 Safety check-in

All registered pilots must check in immediately upon arrival at the end of each stage or communicate their status and position on the "SAFETY" group no later than 15 minutes after the time limit. The safety check-in allows the organization to avoid triggering unnecessary searches and rescue operations (maximum arrival time +30 minutes, at the pilot's expense). Failure to check in is a very serious fault and will result in sanctions ranging from penalties to disqualification of the pilot.

Withdrawal or retirement procedure: If a pilot wishes to leave the Jura Hike & Fly, they must immediately inform the Race Director, who will remove them from the list of active pilots and stop their race at their stopping point.

4.6 Race time / Night rest time / Time limit / Neutralization

Race time begins at the official start of the task and continues until its end. During this period, activation of live tracking is mandatory. In case of live tracking failure, the pilot must contact the Race Director by phone. In the case of a multi-day competition, rest time begins upon arrival and lasts until the start of the next task. It is more than 12 hours.

The final arrival time will be set. Beyond this limit, a penalty will be applied. As stated above, if no news is received from a competitor 30 minutes after this time limit, rescue services will be alerted. The Jury has the right to neutralize the race at any time. If a major issue occurs, the information will be communicated via WhatsApp.

4.7 Live news during preparation and race

Pilots have the possibility to send updates during their preparation and throughout the race. The Jura Hike & Fly Facebook page and Instagram account are available (#JuraHike&Fly). A few words or images to share the spirit of this adventure.

4.8 Rankings ref. 2.4

- The federation is responsible for the analysis of results (including recording and live tracking).
- To simplify real-time monitoring, a provisional ranking will be established online by counting fixed and optional waypoints with the same value. Upon arrival, each participant must report to the Race Committee.
- The ranking is established using waypoint tracks and, if necessary, the pilot's personal IGC track.
- It is the athlete's responsibility to record an additional GPS track in IGC format, both on the ground and in the air. This may be analyzed by the organizer in case of emergency or protest. In case of discrepancy, the burden of proof always lies with the athlete.
- The total or partial absence of tracks may result in sanctions ranging from a penalty to disqualification.
- The final ranking will be communicated once results have been consolidated using GPS tracks (at least one point within each waypoint cylinder with a defined radius) and other penalties/bonuses.
- More details are available in the document "Task Example & Scoring JHF24."

4.9 Doping

In accordance with the law and the regulations of Swiss Olympic, the use of doping substances is strictly prohibited outside of specific and justified medical prescriptions.

4.10 Respect for the environment

Each pilot and assistant undertakes to leave no trace of their passage and to respect the environment in which they operate. We will not tolerate any non-biodegradable waste along the route, nor any violation of the Mont d'Or area (biotope protection), zero tolerance. Any breach

of this commitment will result in sanctions that may lead to the immediate disqualification of the pilot (cf. 3).

Ref. 1.2.1

The athlete is responsible for any damage to agricultural crops. The organizer declines all responsibility in this regard. The organizer is authorized to sanction the athlete in case of non-compliance (cf. 3).

5. FLIGHT EQUIPMENT

5.1 Minimum mandatory equipment for the Jura Hike & Fly ref. 1.1.1

Competitors are free to choose their equipment, and this choice is under their sole responsibility.

- All flight equipment must be EN or LTF certified.
- Paraglider with EN 926-2 and 926-1 certification, EN A–D, used within the weight range specified by the manufacturer.
- Harness with protection: EN 1651 / LTF 91/09.
- Reserve parachute: used within the weight range specified by the manufacturer.
- Helmet: EN 966 (air sports), EN 1077 (winter sports) 8/15.
- Live tracking system: “Hike n Fly Live Tracking” app by Peter Waldner installed on the phone.
- Backup device recording and saving movements in “IGC” format.
- Charged phone compatible with Swiss and French networks (data enabled). Sufficient battery life required for the entire duration of the competition.
- Survival kit (emergency blanket, whistle, 40 meters of dental floss).
- Identity card.

All of this mandatory equipment must be carried by the pilot throughout the entire race. In case of defective equipment, a replacement may be requested from the Race Direction.

5.2 Recommended additional equipment

- RECCO reflector.
- Satellite distress beacon, for example SPOT or InReach.
- Gloves, waterproof jacket, trekking poles, spare clothing, compass, knife, sunscreen, first aid kit, food supplies for the route, backup battery 5,000 to 10,000 mAh, XCTrack app.

5.3 Equipment check ref. 1.1.3 and 1.1.4

The minimum equipment is checked during registration. The organizer reserves the right to carry out random checks during the competition.

Any missing item of the required minimum equipment identified during registration may be completed and presented before the start of the competition. In the event of a deficiency found during a check during the event, the athlete will be ranked in last place in the daily standings.

5.4 Tracking system

- The use of a tracking system allows online monitoring of each competitor throughout the event.
- The activation, use, and deactivation of the system are the responsibility of the pilot.

5.5 GPS

Each pilot is responsible for managing the autonomy of their GPS and batteries. The daily GPS track in IGC format must be provided to the organization as proof of the route completed by the pilot. The pilot is responsible for being able to make it available (via XCContest works well). The GPS track provided must include at least one point within each waypoint cylinder of defined radius.

6. COURSE

6.1 The course

The course is completed on foot or in flight by passing through the waypoints defined during the briefing by the Race Director. The course will be chosen according to meteorological and sporting considerations. Competitors will be required to travel through the Franco-Swiss Jura massif; therefore, an identity card is required.

6.2 Score Race

A selection of waypoints is given to the participants. The goal is to accumulate as many points as possible and return to the goal before the deadline. Once the goal has been validated, it is no longer possible to score points. One or more waypoints may be mandatory.

6.3 Race to goal

All waypoints are predefined, as well as the order in which they must be validated. The fastest competitor wins the task. Participants who do not finish are ranked according to the waypoints validated and the distance covered since the last waypoint reached. Once the goal has been validated, it is no longer possible to score points.

6.4 Out and return

The objective is to go as far as possible and then return to the finish before the end of the task. If pilots do not reach the finish, the ranking will be determined from the closest to the farthest at the end time.

6.5 MIX Score Race / Race to goal

The Committee favors the possibility of using a combined mode between Score Race and Race to Goal in order to offer an optimized course for all levels. More details can be found in the document "Task Example & Scoring JHF26."

7. APPEAL PROCEDURES ref. 2.7

7.1 Each participating pilot has the possibility to submit a complaint to the scorer or the Competition Director within one hour after the publication of the ranking (or as specified during the briefing), concerning a disadvantage in their own result or an advantage in the result of another competitor. If the complaint is rejected, the pilot has the possibility to submit a written protest within the protest deadline.

7.2 The protest fee, which must be paid to the organizer within the protest deadline, amounts to CHF 100.– and is refunded if the protest is upheld.

7.3 The protest deadline for daily rankings is normally 1 hour. The protest deadline for the final task is 30 minutes or as announced during the briefing. The protest deadline for hidden errors in formulas and overall rankings is 5 days.

7.4 The jury appointed before the start of the competition decides on the submitted appeals. Its decisions are final.

7.5 Any legal recourse is excluded.

These regulations may be subject to change before the race; only the latest version is valid (Vx). The valid version will be communicated during the start briefing.