X-SALTA 2026

Specific Competition Regulations for Hike & Fly

1. Object

These Specific Regulations govern the X-SALTA Hike & Fly Argentina 2026 competition, organized by Fundación Descubrir and Club Norte Parapente, in the municipalities and mountain areas corresponding to the province of Salta.

The competition combines pedestrian movement and paragliding flight. Each competitor must carry their own equipment and may advance only by walking, running or flying, in accordance with the rules of this competition.

The competition shall be governed by:

- these Specific Regulations;
- the current FAVL Hike & Fly Regulations;
- the FAI Sporting Code, Section 7L, insofar as applicable;
- aeronautical, environmental, traffic, land access and safety regulations in force in Argentina and in the province of Salta;
- the official instructions communicated at the briefings.

2. General format: two independent days

X-SALTA will have only two official competition days.

Each day will be an individual, complete and independent competition with respect to its start, route, time and daily classification. This means that:

1 All pilots will start together at the beginning of each day.

2 The competition of each day will inescapably end at 18:00 hours Argentina time — ART, UTC-3.

3 On the following day all pilots will regroup at a new start and will begin a new competition from scratch.

4 No times, positions, distances or race conditions from the first day will be carried over to the second.

5 Each day will have its own classification and official result.

6 The result of each day will award points for the event's overall ranking. The points obtained on the first day will be retained only for the purpose of adding them to those of the second day.

7 The overall ranking will be determined by summing the official points obtained on both days. There will be a single event ranking and an awards ceremony after the last competition day.

The two official routes will be held within the window scheduled from 5 to 8 December 2026, in accordance with meteorology and safety conditions. The order of the routes may be altered: El Cruce de las Lagunas may be contested as Day 1 or as Day 2, and the same shall apply to the Desafío San Lorenzo / Las Costas. The route assigned to each day will be communicated at the general briefing on 4 December 2026. The days

of the window that are not selected as official competition days may be allocated to recreational flights or organizational activities, provided conditions permit.

3. Competition authorities

The organization will appoint the following authorities:

- Race Director: Jesse Randall.
- Meet Director: Crispy Blanco.
- Security Director — Director de Seguridad: Seba Arce.
- Responsible for Scoring and Results: Guillermo Bozovich.
- Coordination and complementary functions: Rodrigo de la Serna, when required or when the person responsible for a specific function is absent.
- Take-off Observer: person designated for the sites in which the flight of N4 pilots is authorized.
- Race Committee: composed of the foregoing authorities and the persons the organization designates for tracking, communications and logistical assistance.

The Race Director shall have the authority to:

- approve, modify, suspend or cancel a day for meteorological, aeronautical, environmental or safety reasons;
- establish or modify schedules, flying zones, control points and validation radii;
- prohibit flight and permit only pedestrian movement;
- order the withdrawal of a participant for medical or safety reasons;
- impose sanctions in accordance with these regulations;
- resolve unforeseen situations, seeking equal treatment among competitors.

The Race Director's safety decisions shall be immediately enforceable. A decision to stop or limit flight for safety reasons shall not be subject to a sporting protest to alter it.

4. Participants and registration requirements

Pilots who meet the requirements established by FAVL, the competent authority and the organization may participate.

As minimum requirements, each pilot must:

- be 18 years of age at the time of the competition;
- present a valid paragliding pilot license, endorsement or certification recognized by the corresponding authority;
- prove the category or level required for the route. The organization contemplates the participation of N4 and N5 pilots under the conditions detailed in these regulations;
- present valid insurance that expressly includes the practice of paragliding during the event. The organization may require that it include civil liability, accident coverage and rescue;
- present a medical certificate or a fitness-for-mountain-and-flight certificate, if so required by FAVL or the organization;
- sign acceptance of these regulations, the release, the medical consent and the image authorization which will be sent via the organization's official WhatsApp chat;
- provide an emergency contact person;
- attend mandatory briefings and equipment checks.

Foreign pilots must present equivalent documentation and the organization may request translation or proof of validity.

The entry fee and conditions shall be those officially communicated by the organization. The initial guide foresees a maximum reference price of USD 100, subject to confirmation.

5. Individual participation and external assistance

Classification will be individual. Each pilot will be responsible for their decisions regarding progress, take-off, flight, landing, hydration, nutrition and withdrawal.

It will not be mandatory to have an official assistant. A companion or support person may assist with external logistics, but may not:

- to carry the wing, the harness, the parachute, or any mandatory pilot equipment;
- to transport the pilot during the competition;
- to indicate thermals, to assist the pilot in flight or to perform coordinated flying to favor their progress;
- to enter the competition zones to deliver equipment or food, except at points expressly authorized;
- to interfere with other competitors or with safety operations.

Physical assistance, motorized transport, transfer by vehicle, towing, winch, exoskeletons or any other form of assistance that enables the pilot to make progress are prohibited.

If a pilot withdraws and is removed by a rescue vehicle, they may not rejoin that competition day.

6. Schedule and procedure of each competition day

The exact time of each briefing and of each start shall be published by the organization at least during the prior briefing, and may be rescheduled and communicated through the competition WhatsApp group if meteorology or external factors require it. All times will be expressed in official Argentine time.

6.1 Before the start The mandatory general briefing will take place on 4 December 2026. At that briefing the course assigned to Day 1 and Day 2, the exact scheduled start time for each competition day, the safety instructions and access to the organization's official WhatsApp chat, which shall be the event's official communications channel, will be communicated.

Each pilot shall be responsible for joining the official WhatsApp chat, keeping it available and reviewing the communications published by the organization. Information issued through that chat shall be official for schedules, routes, safety, tracking, rescue, results and operational modifications.

Before each competition day the following must be completed:

- accreditation and attendance control;
- technical and safety briefing;
- verification of mandatory equipment;
- delivery or activation of the tracking device;
- communication of the weather and of the authorized flying zones;
- final publication of control points, radii, finish and any route modifications. The definitive radii of each TP Radius will be communicated in the briefing of the day before the corresponding competition day.

Attendance at the briefing for each competition day shall be mandatory. Unjustified absence may prevent the start.

6.2 Start All qualified pilots will start together from the official point of each competition day. There will be no staggered start nor individual start, except for an exceptional decision by the Race Director for safety reasons.

The start shall be valid only when the Race Director or the designated person gives the official signal. A pilot who arrives late to the start area may be considered DNS — Did Not Start for that competition day.

6.3 Daily closing at 18:00 At 18:00:00 the competition time of all pilots will be stopped.

After 18:00 no further advancement to improve sporting position for the competition day will be permitted, neither by walking nor by flying. If a pilot is in flight as the closing time approaches, they must prioritize a safe landing. Their result will be calculated based on the last valid position recorded before 18:00.

The pilot must communicate their situation to the organization as soon as possible after landing. No pilot shall be obliged to perform an unsafe maneuver to meet the closing time.

6.4 New start for the following day The second competition day will begin from the start point announced in the corresponding briefing. All pilots qualified for that day shall present themselves again and start together.

The position in which each pilot finished the previous day shall have no effect on the start, the course, the time or the ranking of the following day.

7. Official routes

The indicated distances are approximate. The organization may adjust the course due to meteorology, safety, permits, condition of the roads, air activity, environmental protection or instructions from the authorities.

The definitive coordinates and radii will be communicated in the briefing of each competition day and will be provided, when applicable, in GPX, KMZ, map or GPS coordinates format.

7.1 Route A — Desafío San Lorenzo / Las Costas

- Optimized reference distance: approximately 40 km.
- Minimum reference pedestrian section: 800 m of positive elevation gain within a 5 km pedestrian route, according to the official track. The course and the method of verification will be informed at the briefing.
- Start: San Lorenzo.
- General route: San Lorenzo → ascent to Cerro Elefante → TP Radius → control Sign Boards in the Las Costas area → finish arch.
- Finish: finish arch or official finish area communicated at the briefing.

The preliminary order of the controls will be:

8 Start San Lorenzo.

9 Pedestrian section and ascent to Cerro Elefante.

10 Sign Board 1.

11 TP Radius.

12 Sign Board 2.

13 Sign Board 3, when included in the definitive version of the route.

14 Finish arch.

7.2 Route B — El Cruce de las Lagunas

- Optimized reference distance: approximately 39 km.

- Minimum reference pedestrian section: 600 m of positive elevation gain within a 5 km pedestrian route, according to the official track. The course and the method of verification will be informed at the briefing.
- Start: Campo Quijano.
- General route: Campo Quijano → Sign Board → TP Radius of Lagunas → landing zone and finish in Campo Quijano.
- Finish: official finish area in Campo Quijano.

The preliminary order of the controls will be:

15 Start Campo Quijano.

16 Sign Board.

17 TP Radius of Lagunas.

18 Official landing zone.

19 Final arrival in Campo Quijano.

Course A and Course B may be assigned interchangeably as Day 1 or Day 2. The course contested as Day 1 shall carry the classification and scoring corresponding to the first day; the other course shall carry the classification and scoring corresponding to the second day.

7.3 Paths, properties and sensitive areas Pilots must use authorized roads and trails, respect private properties, fences, crops, protected areas and conservation zones, and follow the instructions of landowners, park rangers and authorities.

It is prohibited to travel along highways, roads with hazardous traffic, tunnels not enabled for pedestrians, expressly restricted areas or any place where passage endangers the participant or third parties.

In the event of deciding to withdraw from the competition day, the pilot must proceed on foot to the nearest road or route, so that from there, either by their own vehicle or by the organization's vehicle, they may return to the finish point of the event or the meeting point defined in the briefing.

8. Rules for movement and flight

During the competition day, the pilot may advance only by:

- walking or running on land;
- flying in their own paraglider;
- performing the normal transitions between landing, packing, walking, take-off and flight.

It is forbidden to use vehicles, bicycles, motorcycles, horses, boats, drones as a means of transport, trailers, winches, air transport, exoskeletons or mechanical assistance or any other external means.

Each pilot shall decide whether to walk or fly taking into account their skill level, fatigue, meteorology, topography, air traffic, available landing space and possibility of rescue.

All flights shall be conducted in accordance with VFR rules, the applicable airspace regulations, aeronautical restrictions, the prohibited zones published by the organization and the instructions of the Take-off Observer.

The rules established in the FAVL regulations and FAI Section 7 shall be respected.

The following will not be permitted:

- to fly within clouds;
- to enter controlled airspace or prohibited zones;
- to fly after the time or the landing order communicated by the organization;

- to perform dangerous, aggressive or maneuvers incompatible with the safety of the competition;
- to receive aerial assistance from other pilots, assistants or persons not involved in the race;
- to conduct coordinated flight to favor one's own progress or that of another competitor.

8.1 N4 and N5 Pilots N4 pilots must comply with the instructions of the Take-off Observer. The Observer may prevent or suspend a take-off when conditions are not appropriate for that level.

N5 pilots may make their own take-off decisions within the authorized zones and times, without prejudice to the authority of the Race Director to stop all flights for safety reasons.

9. Mandatory equipment

Each pilot must present themselves and compete with the following minimum equipment:

- certified and approved paraglider wing; flying outside of certification is not permitted; it must be used within the approved weight range;
- harness with certified protection;
- certified emergency parachute and within its load range;
- helmet approved for the activity;
- satellite tracker or tracking device approved by the organization, for example SPOT, inReach or equivalent;
- VHF radio compatible with the frequency communicated in the briefing;
- mobile phone with sufficient battery and declared number;
- GNSS/GPS back-up flight recorder instrument (back-up flight recorder), approved by CIVL/FAI or compatible with CIVL specifications for flight recorders, capable of generating a track log with position and altitude recording, suitable for the verification of flights in FAI competitions;
- sufficient water and food for the competition day;
- headlamp or portable light;
- whistle and basic signalling or high-visibility element.

The organization may require specific certifications, inspect equipment before each competition day, weigh it and carry out checks during the competition.

The pilot must carry the mandatory equipment with them throughout the course. They may not leave it, hand it over to third parties nor receive it again from an accompanying person.

The replacement of an item during the competition day shall only be possible due to breakage or a safety situation and shall require authorization from the Race Director. The loss or absence of a mandatory item may result in a penalty, expulsion or disqualification.

10. Food and hydration

No meal will be provided nor will there be official hydration points along the routes. Each pilot will be responsible for carrying from the start all food and water reserves necessary to complete the competition day.

The delivery of food, water, batteries or equipment by companions or third parties during the competition will be considered prohibited external assistance, unless expressly authorized by the organization for reasons of safety.

11. Safety, emergencies and rescue

Safety takes precedence over classification. A pilot may stop, walk, withdraw or request assistance at any time.

Upon landing, the pilot must pack their wing when it is safe to do so. A wing extended or deployed visibly shall be considered a distress signal: “I NEED HELP”.

In the event of an accident or emergency, the pilot or any person assisting them shall:

1 call the corresponding emergency services when possible;
2 inform the organization by radio, telephone or messaging;
3 communicate the location, the condition of the pilot and the assistance required;
4 remain in a safe and visible place, unless there is immediate danger.

Any competitor who finds another pilot in an emergency situation shall provide reasonable assistance, alert the organization and shall not continue their course until the situation has been communicated. The Race Committee may acknowledge this assistance when resolving the classification.

The organization will have vehicles to traverse main roads and assist with the retrieval of pilots who withdraw or land outside the finish. Rescue shall be conditioned on access, weather, vehicle availability and safety assessment. The organization does not guarantee vehicular access to all points of the course.

Withdrawal must be reported immediately. A pilot removed by vehicle will be out of the competition day and will be classified as DNF, unless the organization determines another status.

No later than 30 minutes after the competition day has ended, or as soon as they have signal, each pilot must report that they are safe and declare whether they finished, withdrew or require assistance.

12. Tracking and validation of the route

Tracking will have a sporting and safety function. The primary device must remain switched on and operational from the time indicated by the organization until the close of the competition day or the pilot’s withdrawal.

Each pilot must:

- check the tracker battery and operation before the start;
- wear the device in a visible and protected place;
- keep the radio and telephone on whenever possible;
- retain the backup GPS file until the publication of definitive results;
- submit the GPX, IGC track or other requested format if required by the organization.

The backup track must record both the flight and ground movements and use Datum WGS84. Unless the briefing specifies another configuration compatible with the scoring system, it is recommended to record at least one point per second in flight and one point every 200 metres on the ground.

In the event of signal loss, exhausted battery or technical failure, the pilot must report immediately. The organization may use the tracker’s last valid point, the backup GPS, radio logs, physical controls and any other available evidence.

12.1 Validation of controls

- A TP Radius shall be considered reached when the track in the scoring software shows the pilot within the official radius communicated for that control.
- A Sign Board shall be considered reached when the pilot arrives at the designated area and personally signs the board or register provided for that control. The signature shall be the official method of validation.
- Controls must be completed in the published order.

- If a control is not validated, the pilot may return to it while the day remains open and the manoeuvre is safe.
- If a control is not validated, the classification shall stop at the last validated control, unless the Race Committee determines another solution due to a proven system failure.

13. Daily classification and overall event ranking

Each day shall have an independent official classification and result. In addition, each day shall award a score for the overall event ranking.

13.1 Pilots who complete the course The pilots who cross the finish line before 18:00 shall be ordered by elapsed time from the official start until validation of arrival.

13.2 Pilots who do not complete the course Pilots who do not reach the finish line before 18:00 shall be ordered according to the following criteria:

1 number and order of officially validated controls;

2 remaining distance to the next control or to the finish, measured along the official course;

3 last valid position recorded before 18:00;

4 time of that last valid position for informational purposes.

A pilot who withdraws before 18:00 shall be classified as DNF and may be ranked according to their last validated control, provided they have reported their withdrawal.

13.3 Accumulated scoring and categories The score for each day shall be assigned according to the position and the official result obtained on that day, in accordance with the scoring table that will be communicated via the official WhatsApp chat before the first start.

The overall event ranking shall be obtained by adding the official score of the first day and the official score of the second day. Penalties, loss of controls, DNF, DNS or DSQ corresponding to a day shall affect that day's score and, therefore, the accumulated total.

The overall ranking shall be unique and shall have the following official categories:

- Men.
- Women.

The awards for the overall ranking shall take place after the last day of competition, once the definitive results have been published and the corresponding protests have been resolved.

In the event of a tie in the accumulated total, the participants shall share the same position. No tiebreaking criteria shall be applied.

13.4 Sporting statuses

- FIN: completed the course before 18:00.
- DNF: started, but did not complete the course or withdrew.
- DNS: was registered and eligible, but did not start that day.
- DSQ: was disqualified from that day.
- EXP: was expelled from the competition and shall not continue in the remaining days.

A DNF, DNS or DSQ in one day shall not automatically prevent participation in the following day. The Race Committee may prohibit a subsequent start only for reasons of safety, documentation, serious misconduct or sanction of expulsion.

14. Penalties and disqualification

Depending on the severity of the conduct, the Race Committee may apply:

- warning;
- time penalty;
- loss of a control or of the day's score;
- expulsion from the day;
- disqualification from the day;
- expulsion from the entire event.

The following conduct, among others, may give rise to a penalty or disqualification:

- using prohibited transport or physical assistance;
- failure to carry the mandatory equipment;
- turning off, manipulating or falsifying the tracking;
- skipping or altering the order of a control;
- entering a prohibited flight zone;
- flying inside clouds or ignoring an order to land;
- performing dangerous flying or team flying;
- receiving unauthorized external assistance;
- failing to report a withdrawal or a safety situation;
- to damage the environment, discard waste or enter without authorization private properties or protected areas;
- to show disrespect to competitors, authorities, residents, landowners or rescue personnel.

The falsification of the track, motorized transport, the deliberate violation of airspace or conduct that places third parties at serious risk may result in immediate expulsion from the event.

15. Claims and protests

Claims must be submitted in writing to the Race Director or by the procedure indicated in the official WhatsApp chat.

A protest regarding a daily ranking must be submitted within 30 minutes of the publication of the provisional results for that day. It must indicate the protesting pilot, the observed fact, the rule invoked and the available evidence.

The Race Committee shall resolve the protest and publish the final results through the official WhatsApp chat. Its decisions concerning safety, meteorology, suspension of flights or rescue shall not be subject to review by a sporting protest.

16. Environment and coexistence

All participants must:

- not discard waste;
- respect trails, flora, fauna, protected areas and private property;
- leave fences and gates they pass through open or closed as they found them;
- avoid causing disturbance to residents and productive activities;
- follow the instructions of park rangers, landowners and authorities;
- remove their waste and the items used during the day.

The organization may exclude a participant who causes environmental damage, enters a restricted area without authorization or creates a situation of conflict with the local community.

17. Use of images and communication

Registration may include authorization to record and use images, photographs, videos, sporting name and results of the participant for the purposes of communication, promotion, press and the archiving of the event.

Pilots must comply with the organization's instructions regarding the use of official logos, clothing, interviews and publications related to the competition.