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Class Rules

International Kiteboarding Association - Formula Kite



The IKA Formula Kite Class was adopted as a World Sailing international class in 2013

sport / nature / technology



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IKA FORMULA KITE COURSE RACING COMPETITIONS

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INTRODUCTION

The IKA Formula Kite Class rules are meant to regulate the equipment used in kiteboarding course racing (“Formula Kite”) events.

The aim of the rules is to enable competitors of different weight and size to compete on affordable and universal sailing crafts that are regarded as “Formula Kite” to participate on an equal playing field. Development of equipment within the limitation of these class rules is encouraged.

Foil systems and Kites shall only be manufactured by Licensed Manufacturers and shall be series production manufacture controlled with every item of the series built to the highest possible degree of uniformity in every performance related aspect.

Equipment as above shall, after having left the manufacturer, only be altered to the extend permitted in Section C of these class rules.

Owners and Crews shall be aware that compliance with rules in Section C is the responsibility of the competitor. Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

In team events, the limitations of Section C apply to each individual competitor.

This introduction only provides an informal background and the International Kiteboarding Association Class Rules proper begin on the next page.

PLEASE REMEMBER:

CLASS RULES IN THIS CHAPTER ARE CLOSED CLASS RULES WHERE IF IT IS NOT SPECIFICALLY STATED THAT YOU MAY, THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies, and when a term is printed in “*italics*” the definition in the RRS applies.
- A.1.4 The following definitions apply when the term is underlined:
 MAINTENANCE: Work required to retain the original condition, compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventive maintenance and may include **sanding** and **cleaning**, but shall exclude **coating**, **lubricating**, **fairing** and **bonding**
 REPAIR: Corrective action, following unintended damage, required to restore the original condition. This may include **sanding**, **fairing** and **bonding** but not **coating**.

A.2 ABBREVIATIONS

- A.2.1 WS World Sailing
 MNA WS Member National Authority
 WSCA World Sailing Class Association
 FK IKA Formula Kite Class
 IKA International Kiteboarding Association
 NCA National Class Association
 RRS Racing Rules of Sailing
 ERS Equipment Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the World Sailing which shall co-operate with the IKA in all matters concerning these **class rules**.
- A.3.2 The World Sailing or IKA, or its delegated representatives can accept no liability or legal responsibility in respect of these rules.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the International Kiteboarding Association.

A.5 WORLD SAILING RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.6 CLASS RULES VARIATIONS

- A.6.1 At class events – see RRS 89.1.d) – World Sailing Regulation 10.5(f) applies.

At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** are subject to the approval of World Sailing in accordance with the World Sailing Regulations

A.8 CLASS RULES INTERPRETATIONS

A.8.1 Interpretation of **class rules** shall be made in accordance with the World Sailing Regulations

Section B – BOAT ELIGIBILITY

For an IKA FK kite-board to be eligible for *racing* it shall comply with the rules in this section

B.1 LICENSED MANUFACTURERS

B 1.1 Terminology

(a) Foil System: Hull appendage primarily used to produce vertical lift and/or affect leeway, as described in C.8, may include a Mast, Front Wing, Fuselage and Stabilizer

(b) Series Production Equipment: Equipment of one manufacturer which is mass produced in a production run of at least 100 pieces per model/size and continuously made available for purchase worldwide without restriction until the end of the current Olympic Cycle with monthly production capacities of not less than 50 pieces. Each piece of equipment shall be produced using the same manufacturing specification and materials, be identical within production tolerances in all performance related aspects, and comply with the measurements provided by the manufacturer. For equipment registered after 01.01.2023:

Series Production Equipment: Equipment of one manufacturer which is mass produced and continuously made available for purchase worldwide without restriction until the end of the current Olympic Cycle with monthly production capacities of not less than 50 pieces per model and size. Each piece of equipment shall be produced using the same manufacturing specification and materials, be identical within production tolerances in all performance related aspects and comply with the measurements provided by the manufacturer.

B 1.2 Registration and Licensing follows the procedures described in the 'IKA Builder Agreement and Registrations Scheme' available online at www.kiteclasses.org

B.1.3 Timelines affecting Equipment Eligibility

B.1.3.1 For the 2024 Quadrennium

(a) Application period

- Period closing date^{**}: 1st May 2020*
- The timeline may be extended in Force Majeur circumstances.

(b) Evaluation period

- Period starting date: Day after the scheduled date of the 2020 Olympic Sailing Competition (10 August 2020)*
- Period closing date: 'Equipment selection date' in February 2022*

(c) Licensed period:

- Starting date: 01 March 2022*
- Closing date: Day after the 2024 Olympic Sailing Competition*

B.1.3.2 For the 2028 Quadrennium

(a) Registration period

- Intention to register equipment: Period closing date 15 February 2024*, 1200 UTC
- Application submission: Period closing date: 15 March 2024*, 1200 UTC
- Application approval: Period closing date: 1 June 2024*, 1200 UTC
- The timelines may be extended in Force Majeur circumstances.

(b) Evaluation period

- Period starting date: Day after the scheduled date of the 2024 Olympic Competition (12 August 2024)*
- Period closing date: 'Equipment selection date' in December 2025*

(c) Licensed period:

- Starting date: 'Equipment selection date' in December 2025*
- Closing date: Day after the 2028 Olympic Sailing Competition*

* these timeframes will be updated accordingly to adapt to every Olympic cycle.

B.1.4 Equipment Eligibility

Only registered series production foil systems and kites listed on the relevant registered series production list as eligible to race, with an eligibility date defined

as per the provisions of rules B.1.4.(b)-(e), are eligible for *racing*. The registered series production list is available at the class website, www.formulakite.com.

Any equipment registration completed after the “Application period” closing date defined in Rule 1.3.1(a), shall only be eligible for *racing* after the licensed period closing date as defined in Rule B.1.3.1(c).

Prior to the “Evaluation period” defined in Rule B.1.3.1(b), only equipment listed with an eligibility date prior to the “Evaluation period starting date” defined in Rule B.1.3.1(b), shall be eligible for racing.

Until the end of the “Evaluation period” defined in Rule B.1.3.1(b), only equipment registered prior to the “Application closing date” defined in Rule B.1.3.1(a), shall be eligible for racing.

During the “Licensed period” defined in Rule B.1.3.1(c), only equipment models selected and licensed through World Sailing by the closing date defined in Rule B.1.3.1(b) as per the class equipment licensing policy document, shall be eligible for racing.

Any equipment listed with an eligibility date prior to the “Evaluation period starting date” defined in Rule B.1.3.1(b), shall be eligible for racing in national and designated youth events (where “designated youth event” means an event only open to competitors as defined in Rule C.2.3(c))

Separate equipment control procedures and agreements may apply as agreed between World Sailing, the manufacturer and the class.

B.2 KITE IDENTIFICATION

B.2.1 Registered Series Production Kites shall display the official IKA Registered Production Equipment Plaque with Make, Model, Size and the manufacturers serial number on the bottom side of the kite, on the middle panel near the leading or trailing edge as applied by the manufacturer.

For equipment registered after 01.01.2023, the IKA Registered Production Equipment Plaque shall be displayed on the middle panel near the trailing edge.

B.3 HULL APPENDAGE IDENTIFICATION

B.3.1 Registered Series Production foil systems registered after December 31st 2019 shall display the official IKA Registered Production Equipment Plaque on the starboard side of the mast, and a unique manufacturers serial number on mast, fuselage, front wing and stabilizer (rear wing). The manufacturers serial number shall be in a place visible without dismantling the foil system. Brand and Model/Size shall be coded into the manufacturers serial number. The manufacturers serial number may be covered by clear coating applied by the manufacturer.

B.4 EVENT INSPECTION

(a) For the purpose of RRS 78, **crew** is considered to be the owner.

- (b) The role of **Equipment Inspectors** at an event is to ensure compliance with these **class rules**. Where an **equipment inspector** determines that an item of equipment needs further investigation they shall use whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for inspection. Should this comparison reveal deviation greater than the Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of World Sailing, IKA and Manufacturer for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner shall present alternative equipment for inspection.

B.5 EVENT LIMITATION MARKS

- B.5.1 All items of a **crew's** equipment which are subject to control, as per the schedule on the Regatta Equipment Registration Form, and which require **event limitation marks** shall be so marked.
- B.5.2 Some items of equipment may receive **two event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.

PART II – REQUIREMENTS AND LIMITATIONS

PART II – REQUIREMENTS AND LIMITATIONS

The **crew**, **equipment** and the **kite-board** shall comply with the Rules in Part II when *racing*, or at times specified in the *rule* itself. In case of conflict Section C shall prevail.

The rules in Part II are closed class rules as defined in the ERS. Equipment inspection shall be carried out in accordance with the ERS except where varied in this part

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 LIMITATIONS PER COMPETITOR

- (a) Not more than any one hull, one registered series production foil system and a maximum of four registered series production kites shall be registered for an event. When a hull, foil system or kite has been lost or accidentally damaged beyond repair, a replacement may be made, only with the approval of the Technical Committee. The Technical Committee shall then attach an **event limitation mark** to the replacing item.
- (b) Not more than one mast, one frontwing, one rearwing/stabilizer and one fuselage shall be used in a foil system.
- (c) Not more than one production kite shall be registered per size range:
 - Large: Nominal Size of 15m or bigger
 - Medium: Nominal Size of 11m to 15m
 - Small: Nominal Size 11m or smaller
 - X-Small: Nominal Size 9m and smaller
- (d) From 1st September 2017, only kites displaying a registered equipment plaque shall be used at World and Continental Championships.
- (e) Registered series production equipment used for racing shall comply with the measurements published on the registered series production equipment lists.
- (f) The following equipment limitations shall apply at the events and fleets listed in this rule or when this rule is invoked by a Notice of Race:
 - I. Men's fleet:
 - Not more than one production kite shall be registered per size range:
 - Large: Nominal Size of 15m or bigger
 - Medium: Nominal Size of 11m to 15m
 - Small: Nominal Size 11m or smaller

- II. Women's fleet:
Not more than one production kite shall be registered per size range:
Medium: Nominal Size of 11m to 15m
Small: Nominal Size 11m or smaller
X-Small: Nominal Size 9m and smaller

At the following events:

- Olympic Games
- Olympic Games Test Event
- Asian Games
- PanAm Games

To qualify for Gold Fleet and Medal Series racing in the following events:

- Senior Class World Championships (excluding Youth World Championships)
- Senior Class European Championship (excluding Youth European Championship),
- Princesa Sofia Regatta (ESP)
- Semaine Olympique Francaise (FRA)
- Kieler Woche (GER)
- Long Beach Olympic Classes Regatta (USA)
- Dutch Watersport Week (NED)

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** shall be a member of the IKA.

C.2.3 AGE DIVISIONS

- (a) OPEN – **Crew** of any age
- (b) JUNIOR (U17) -The **crew** shall not have attained his or her 17th birthday before or on 31st December of the year of the event.
- (c) YOUTH (U21) – The **crew** shall not have attained his or her 21st birthday before or on 31st December of the year of the event.
- (d) MASTERS (35+) - The **crew** shall have attained his or her 35th birthday before the year of the event
- (e) GRAND MASTERS (45+) – The **crew** shall have attained his or her 45th birthday before the year of the event

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer

C.3.2 SAFETY AND LIFE-SAVING EQUIPMENT

(a) In accordance with RRS 1.2 the following provision is made: The **crew** does not have to wear or carry on board a **Personal Flotation Device** unless RRS 40 applies or the Notice of Race or Sailing Instructions specifies it. The **Personal Flotation Device** shall conform to the minimum standard of ISO 12402-5 or USCG Type III, or AS 4758 Level 50 or equivalent, and if prescribed, the **crew** shall wear it. Alternative or additional standards may be prescribed in the Notice of Race.

(b) Helmet

(1) A helmet to the minimum standard EN1385 or EN1077 or equivalent with a total area of at least 300 square centimetres of the exterior surface in a high visibility colour not divided in more than 4 parts shall be worn at all times when afloat, except briefly while changing or adjusting clothing or personal equipment.

(2) National Flags

- i. The national flag of the crew shall be displayed on both sides of the helmet at all international events. Displaying the national flag is optional at national events
- ii. Flags shall be 80x60mm in dimension, designed as specified by the IKA, and shall not be trimmed, cut, or covered by other materials.



(c) A hook knife shall be securely attached to the harness at all times when afloat.

(d) Except when the use of a **personal flotation device** is required by RRS 40, the **crew** shall wear an impact vest. An impact vest is a garment worn on the torso which is specifically designed to protect the wearer around the torso from impact. The impact vest may act as **personal flotation device** if in accordance with C.3.2(a). From April 15 2024, the impact vest shall comply with the minimum standard ISO 12402-5, or USCG Type III, or AS 4758 Level 50 or equivalent, and shall be worn at all times when afloat, except briefly while changing or adjusting clothing or personal equipment.

C.3.3 OPTIONAL

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

(a) A **crew harness** ~~which shall have positive buoyancy in fresh water and as permitted by RRS 50.1(b)~~ with a maximum permitted weight of 2.6kg. ~~When a quick release mechanism is attached to the crew harness its weight is included in the total weight of the crew harness.~~

- (b) A detachable kite leash with a leash safety release.
- (c) Any buoyancy vest or jacket (which may be described as mandatory in the Sailing Instructions). If personal buoyancy is prescribed, every competitor shall wear a personal flotation device that shall conform to the minimum standard of ISO 12402-5 (Level 50).
- (d) Any container for holding beverages in accordance with RRS Appendix F 50.1(a)
- (e) Any electronic or mechanical timing device
- (f) Any heart rate monitoring device
- (g) Any electronic or mechanical compass
- (h) Any camera recording equipment and attachments. The Notice of Race or Sailing Instructions may change this rule.
- (i) A whistle, compliant with ISO 12402-8 or equivalent, securely attached to the competitor.

C.3.4 TOTAL WEIGHT

As permitted by RRS 50.1(b), the total weight of a competitors clothing and equipment shall not weigh more than 7.0 kg. The drinking container is considered as competitors clothing and equipment and therefore included.

C.4 PORTABLE EQUIPMENT

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.4.2 OPTIONAL

- (a) Any camera recording equipment and attachments, removable for weighting. The Notice of Race or Sailing Instructions may change this rule.
- (b) Other recording equipment, tracking devices and associated attachments, where permitted by the Notice of Race and/or Sailing instructions and removable for weighting. The Notice of Race or Sailing Instructions may make its use mandatory when supplied.

C.5 IDENTIFICATION

Competitors shall comply with RRS F9

C.6 ADVERTISING

C.6.1 LIMITATIONS

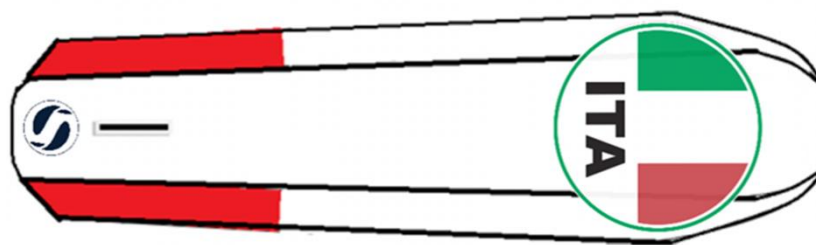
Advertising shall only be displayed in accordance with the World Sailing Advertising Code.

C.6.2 PERSONAL ADVERTISING

From 01.09.2024 onwards: advertising shall not be displayed in the area defined in G.3.1

C.6.3 PLACEMENT OF ADVERTISING

The areas on each sides of the rear 30% of the bottom of the hull, are reserved for event advertising within an area of 50x10cm.



Aft Red Area: Event Advertising

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Any one hull may be used
- (b) Any modification/maintenance and repair is permitted

C.7.2 MAKERS MARKS

Not in use.

C.7.3 WSCA REGISTRATION

Hulls used in Continental and World Championships, Olympic Games and other Major Events shall display a WSCA registration sticker with a unique registration number, applied as instructed. Other Major Event are listed on the IKA webpage

C.7.4 NATIONAL FLAG

- (a) The national flag of the crew shall be displayed on the bottom of the hull, centred at the widest part of the hull in the forward third part at all international events. Displaying the national flag is optional at national events. See image class rule C.6.2.
- (b) Flags shall be 350mm in diameter, designed as specified by the IKA, and shall not be trimmed, cut, or covered by other materials. See image class rule C.6.2.

C.7.5 CLASS INSIGNIA

The class insignia shall be 80mm in diameter, designed as specified by the IKA, placed on the bottom of the hull, centred behind the mast box / mast track, within an area of 10x10cm, and shall not be trimmed, cut, or covered by other materials. See image class rule C.6.2

C.8 HULL APPENDAGES

C.8.1 GENERAL

- (a) Only one foil system is permitted to be attached to the hull.
- (b) Any adapter between the hull and mast of the foil system may be used. The shortest distance between the lowermost point of the adapter and the bottom of the hull shall not exceed 125mm.

C.8.2 DIMENSIONS

There shall be a minimum of 500mm between the lowest point of the foil system to its closest point to the **hull** shell.

C.8.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Hull Appendages** shall not be altered in any way except as permitted by these class rules.
- (b) Routine **maintenance** and **repairs** may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. Serial numbers/plaque ID's shall remain legible.
- (c) Any existing screw holes may be filled and **faired**. The filling or **fairing** material may not extend beyond the screw hole and into the surface of the foil system.
- (d) Any gaps between the different components of the foil system (mast, fuselage, front wing, stabilizer) may be filled and **faired**, including the junction slot between the mast and the wings. The filling or fairing material shall not extend beyond the gap or junction slot and into the surface of the foil system.
- (e) Pinholes in any part of the foil system may be filled and faired.
- (f) The mast head may be **sanded** and/or shimmed to fit the box. The gap between mast head and the hull may be filled and faired. The filling or **fairing** material shall not extend beyond the surface of the hull.
- (g) The foil system fittings (bolts and washers) may be replaced by any fittings of the same size.
- (h) From 01.09.2024 onwards, any shim/spacer between parts of the hydrofoil system may be used.
Not more than one shim/spacer shall be used between two individual parts of the hydrofoil system.
The thickness of any shim shall not exceed 1mm.

C.8.4 WSCA REGISTRATION

Foil System Masts used in Continental and World Championships, Olympic Games, and other Major Events, shall display a WSCA registration sticker with a unique registration number, applied as instructed. Other Major Event are listed on the IKA webpage.

C.9 RIGGING

C.9.1 BARS

- (a) Any handle bar may be used.
- (b) A ~~Handle bar~~ or **crew harness** shall have a quick release system that allow to disconnect the handle bar from the **crew harness** with a single hand movement.

C.9.2 LINES

- (a) Any lines may be used.
- (b) Front lines shall have a depowering device.

C.9.3 BRIDLES

- (a) Any bridle sets commercially available for unrestricted purchase via the manufacturer's e-commerce system (website) or distribution

network four (4) months before an event, or bridle sets initially supplied with kites newly registered as per B.1.3.1(a), may be used.

- (b) Routine maintenance and repairs may be carried out provided such repairs are made in such a way that the essential characteristics and function of the original are not affected

C.9.4 MIXER / / RISER / SPEEDSYSTEM

Any mixer / riser / speed system commercially available for unrestricted purchase via the manufacturer's e-commerce system (website) or distribution network four (4) months before an event, or mixer / riser / speed systems initially supplied with kites newly registered as per B.1.3.1(a), may be used.

Definition:

The Speedsystem/Riser/Mixer allows to change the Angle of Attack (AoA) and camber of a **kite** in flight. It connects the **flying lines** on one side with the bridles on the other side. It is permanently connected to the kite's bridles and is controlled by the **back lines** running from the **bar** ends to the **kite**.

C.9.5 DIMENSIONS

The maximum distance measured from the lowermost point of the rigging to the connection between speedsystem/mixer and bridles shall be 16000 mm. The maximum distance measured from the lowermost point of the rigging to the bridle attachment points on the kite shall be 25000 mm

	Maximum Diameter	Minimum Diameter
Front Lines	-	1.2mm
Back Lines	-	0.8mm

C.9.6 MATERIALS

- (a) Flying lines shall be made of Dynema®, Spectra® or HMPE generic materials
- (b) Bridles shall be made of Aramid (Kevlar®, Technora®), Dyneema®, Spectra® or HMPE generic materials.

C.10 KITE

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The kite shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance and repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. Serial numbers/plaque ID's shall remain legible.

C.10.2 IDENTIFICATION

If prescribed by the Notice of Race each **kite** shall carry nationality flags and nationality identification, or other identification as instructed by the Notice of Race.

C.10.3 SAILMAKERS MARKS

Personal advertising as prescribed in the World Sailing Advertising Code may be applied provided that make, model and size identification as publicly available in retail remains identifiable.

C.10.4 WSCA REGISTRATION

Kites used in Continental and World Championships, Olympic Games, and other Major Events shall display a WSCA registration sticker with a unique registration number, applied as instructed. Other Major Event are listed on the IKA webpage.

C.10.5 LIMITATIONS

From 01.09.2024 onwards, the maximum nominal kite size for male competitors is 21.00 m²

C.10.6 LIMITATIONS

From 01.09.2024 onwards, the maximum nominal kite size for female competitors is 19.00 m²

C.11 EQUIPMENT READY TO SAIL

C11.1 LIMITATIONS

The total weight of the hull, the foil system and footstraps used during racing shall not be less than 5.5 kg. The equipment shall be weighted in accordance with the following procedure:

- (a) The hull with footstraps shall be put into water and left unaided to float for 30 seconds. The hull shall then be turned over and left to float unaided for a further 30 seconds.
- (b) Once complete, the hull shall be stood vertically on its aft end and immediately weighed after 10 minutes.

C.11.2 CORRECTOR WEIGHTS

Corrector weights shall not weigh more than 100gr and be permanently attached to the **hull** in the forward third. It shall not be removed without the permission of the event Technical Committee.

Section D – Hull

D.1 GENERAL

D.1.1 DIMENSIONS

	Min	Max
Hull Length	-	1550mm
Hull Beam	-	500mm

D.1.2 WEIGHT

	Min	Max
Hull weight (excluded fins and footstraps)	2000g	-

D.1.3 MATERIALS

Any materials may be used

Section E – Hull Appendages

Not in Use

Section F – Rigging

Not in Use

Section G – Kite

G.1 GENERAL

G.1.1 MATERIALS

- (a) Only RAM-Air kites shall be used.
- (b) Upper and lower sail (canopy) shall be made out of woven ply
- (c) Reinforcements, battens, tapes may be made out of other materials except carbon.

G.2 LIMITATIONS

G.2.1 For kites registered after 01.01.2023, the maximum kite size for male competitors is 21.00 m2, measured laid out flat on the ground.

G.2.2 For kites registered after 01.01.2023, the maximum kite size for female competitors is 19.00 m2, measured laid out flat on the ground.

G.3 SIZE AND NATIONALITY IDENTIFICATION

G.3.1 For Kites registered after 01.01.2023, the area from each tip of the kite until a line drawn parallel at 1.00m distance to the centreline of the kite along the span is reserved for nationality or other identification. No other design elements shall be applied in this area.

G.3.2.1 For Kites registered after 01.01.2023, the nominal size of the kite shall be applied by the manufacturer on the bottom side of the canopy, near the IKA Registered Equipment Plaque. The nominal size of the kite may be applied on the top side of the canopy but shall be clearly separated from the protected area defined in G.3.1

G.3.2.2 The nominal size of a kite registered after 01.01.2013 shall be within +/- 0.5 sqm of the actual measured size of the kite (laid out area).

G.3.2.3 Commercially available typefaces in contrasting colour to the canopy material giving the same or better legibility than Helvetica are acceptable. The height of the characters shall be at least 150mm.

G.3.3 The Notice of Race may prescribe that the nationality flag of the crew or other identification shall be displayed in the reserved area at the tips of the kites, centred in the reserved area or as prescribed in the Notice of

Race. Flags or other identification shall be designed as specified by the IKA for each kite range, and shall not be trimmed, cut, or covered by other materials.

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