

<i>SUBJECT:</i>	Proposal by Poland to Amend the DY Solo Speed Rules	<i>AGENDA #</i>	13.1.1
<i>AUTHOR:</i>	Andrzej Soltyk (Presented by Lidia Kosk, Delegate for Poland)		
<i>DATE:</i>	18 November 2025	<i>PAGES:</i>	1 of 7

Request for Inclusion of an Agenda Item — FAI Plenary Session

Dear Members of the FAI Plenary,

I would like to kindly request the inclusion of the following agenda item for the upcoming FAI Plenary Session:

Proposal

The Solo Speed category should be run in a “cumulative time” format, not in a “qualification and tournament” (Q&T) format.

~~5.3 QUALIFICATION ROUNDS~~

~~5.3.1~~

~~All Competitors will fly round 1, then round 2, then round 3.~~

~~5.3.2~~

~~The final time is the sum of the times of each round, after all penalties have been applied. It will be used for placings in the Tournament Rounds.~~

~~5.3.3~~

~~The competitors will be placed in descending order according to their final time, the competitor with the lowest time being placed first.~~

~~5.3.4~~

~~If two (2) or more Competitors have equal time, their placings will be determined according to the number of penalties accrued during the Qualification rounds. The Competitor(s) with the fewest penalties will earn the higher placing(s). In case of equal number of penalties, the Competitor(s) with the fastest time in the first Qualification round will earn the higher placing(s).~~

~~5.3.5~~

~~If one or more Competitor(s) is(are) withdrawn or disqualified after the start of the Qualification Rounds, the Tournament Bracket will not be changed. The performers in question will be ranked according to their time and will then be deemed to have lost any battle~~

SUBJECT:	Proposal by Poland to Amend the DY Solo Speed Rules	AGENDA #	13.1.1
AUTHOR:	Andrzej Soltys (Presented by Lidia Kosk, Delegate for Poland)		
DATE:	18 November 2025	PAGES:	2 of 7

~~in the tournament. In the event of a tie between two or more of the teams in question, their ranking will be determined by the Event Judge.~~

~~5.4 THE TOURNAMENT~~

~~5.4.1~~

~~Based on their placings from the Qualification Rounds, Competitors are put into the appropriate Battles in the Tournament Bracket, as shown for the number of Competitors in the Category following the link: <https://dynamicflying.com/brackets/>~~

~~5.4.2~~

~~The Tournament Bracket will be approved by the Event Judge and published before the start of the Tournament. Such approval is no grounds for a protest.~~

~~5.4.3~~

~~If, after the Tournament has started, any Competitor(s) is(are) withdrawn or disqualified, they will follow the losing pathways for all their remaining Battles in the Tournament.~~

~~5.4.4~~

~~After the completion of the Tournament, for determination of the final placings, any withdrawn and/or disqualified Team(s) will be moved to the lowest placings and then removed.~~

~~5.5 BATTLES DURING THE TOURNAMENT~~

~~5.5.1~~

~~For each Battle in the Tournament, flight order will be determined as follows:~~

~~At the end of the qualifying rounds, Competitors will be ranked according to the number of three (3) second penalties inflicted by Judges. For the purpose of this paragraph, a twenty (20) second penalty will be counted as six (6) penalties of three (3) seconds.~~

~~The Competitor with the fewest three (3) second penalties will fly second during the tournament battles. In the event of a tie, the Competitors will fly in reverse order of their ranking in the Qualification Rounds.~~

~~5.5.2~~

~~Each battle will consist of one flight except for Finals (placings 1, 2, 3 and 4).~~

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<i>AUTHOR:</i>	Andrzej Soltyk (Presented by Lidia Kosk, Delegate for Poland)		
<i>DATE:</i>	18 November 2025	<i>PAGES:</i>	3 of 7

~~For Finals, each battle will consist of two flights, each flight having its own draw. The final time is the sum of the times of the two flights, after all penalties have been applied. The Competitor with the fastest final time will win the Battle. In case of equal final times, the placings will be determined according to the number of penalties accrued during the two flights. The Competitor with the fewest penalties will earn the higher placing. In case of equal number of penalties, the Competitor(s) with the fastest time in the first round of the Qualification will earn the higher placing.~~

~~5.5.3~~

~~If a Competitor does not arrive at the Antechamber in time for their Battle (or is withdrawn or disqualified), the other Competitor in the Battle will win and may choose whether or not he will fly for that Battle.~~

~~5.5.4~~

~~If both Competitors (neither of which is withdrawn or disqualified) for a specific Battle do not arrive at the Antechamber in time for their Battle, the winner will be the Performer who placed higher in the Qualification Rounds.~~

5.4 ACCUMULATIVE TIME FORMAT

5.4.1

The Solo Speed Category shall be conducted in an Accumulative Time Format.

All competitors will fly a total of nine (9) rounds. Each round consists of one (1) flight.

5.4.2

The Final Result is defined as the sum of the times of all nine (9) rounds, after all penalties have been applied.

The competitor with the lowest cumulative time will be placed first.

5.4.3

Penalties are added to the raw time of each round in accordance with the standard Solo Speed penalty system. A three-second (3 s) penalty will be added for each bust. A twenty-second (20 s) penalty will be counted as six (6) busts of three (3) seconds each.

5.4.4

Competitors will be ranked in ascending order of their cumulative time.

<i>SUBJECT:</i>	Proposal by Poland to Amend the DY Solo Speed Rules	<i>AGENDA #</i>	13.1.1
<i>AUTHOR:</i>	Andrzej Solyk (Presented by Lidia Kosk, Delegate for Poland)		
<i>DATE:</i>	18 November 2025	<i>PAGES:</i>	4 of 7

In the event of a tie in total time, the ranking will be determined as follows:

- a) The competitor with the fewer total penalties accrued over the nine (9) rounds will receive the higher placing.
- b) If still tied, the competitor with the fastest single-round time will receive the higher placing.
- c) If the tie persists, the competitor with the fastest time in Round 1 will receive the higher placing.

5.4.5

If a competitor withdraws or is disqualified at any point after the start of the event, all their completed rounds will remain valid.

Competitors who do not complete all required rounds will be ranked below all competitors who completed nine (9) rounds.

If multiple competitors have incomplete results, they will be ranked by the number of completed rounds and, if necessary, by cumulative time.

5.4.6

There will be no tournament brackets, no battles, and no elimination flights.

All competitors fly all nine (9) rounds, and the ranking is determined solely by cumulative performance.

Rationale

Why?

The cumulative-time system over nine rounds has always been used at the WindGames in Empuriabrava, Spain — the very place where the Solo Speed category originated and from which the official FAI rules were derived.

This format allows the winner to be determined in a more consistent, predictable and sport-appropriate way.

SUBJECT:	Proposal by Poland to Amend the DY Solo Speed Rules	AGENDA #	13.1.1
AUTHOR:	Andrzej Solytk (Presented by Lidia Kosk, Delegate for Poland)		
DATE:	18 November 2025	PAGES:	5 of 7

The Q&T methodology, on the other hand, is borrowed from the Dynamic category, where it has a clear purpose — for example, preventing a team from compensating a weak Free Routine with extremely fast Speed Rounds.








In Solo Speed this logic does not apply, and the format produces distortions in ranking and athlete evaluation.

Examples

1. Qualification results (WISC 2025)

France 1 was the fastest competitor across all three qualification rounds.

Singapore 1 placed 3rd that day.

	POS	NAT	TEAM	1		2		3		TOTAL
				TIME(S)	POINTS	TIME(S)	POINTS	TIME(S)	POINTS	
☆	1		107 FRANCE 1 DS	23.604	87.4	24.480	100.0	25.629	100.0	287.4
☆	2		122 USA 1 DS	21.676	95.2	24.880	98.4	29.645	86.5	280.1
☆	3		102 SINGAPORE 1 DS	20.639	100.0	27.617	88.6	29.807	86.0	274.6
☆	4		112 SPAIN 1 DS	23.055	89.5	26.459	92.5	28.603	89.6	271.6
☆	5		106 FRANCE 2 DS	22.450	91.9	26.706	91.7	31.178	82.2	265.8
☆	6		114 FINLAND 1 DS	23.571	87.6	27.532	88.9	30.425	84.2	260.7
☆	7		101 USA 2 DS	25.885	79.7	26.992	90.7	29.005	88.4	258.8

2. Final tournament results (WISC 2025)

In Round 2, Italy 1 (109T) “beat” Singapore 1 (102T), even though:

- Italy 1: 30.187 s
- Singapore 1: 27.269 s, but with 1 bust, resulting in 30.269 s
- Final difference: 0.082 seconds

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AUTHOR:	Andrzej Soltysk (Presented by Lidia Kosk, Delegate for Poland)		
DATE:	18 November 2025	PAGES:	6 of 7

ROUND 2				ROUND 3				ROUND 4				TB				
3		107T	W	3		107T	W	3		107T	-	2		112T	-	-
13		120T	-	8		108T	-	2		112T	W	1		122T	W	W
8		108T	W	5		106T	-	4		114T	-	5		106T	W	W
11		111T	-	2		112T	W	1		122T	W	8		108T	-	-
16		119T	-	6		118T	-	7		109T	-	7		109T	-	-
2		112T	W	1		122T	W	6		118T	-	6		118T	-	-
5		106T	W	4		114T	W	5		106T	W	4		114T	-	-
10		121T	-	7		109T	-	8		108T	-	3		107T	W	W
15		105T	-	16		119T	-	7		109T	-					
1		122T	W	10		121T	-									
6		118T	W	13		120T	-									
12		101T	-	9		102T	W									
7		109T	W	11		111T	-									
9		102T	-	15		105T	-									
4		114T	W	14		113T	-									
14		113T	-	12		101T	-									
17		115T	W													
22		116T	-													
18		110T	-													
19		103T	-													
20		104T	-													
23		123T	-													
21		117T	-													

A single bust — a matter of just a few centimetres — meant that an athlete who placed 3rd in qualifications could now fight only for 9th place.

There are many similar examples, even within this single competition.

Penalty comparison: Solo Speed vs Dynamic

- Solo Speed: 1 bust = +3 seconds, flight times \approx 20–30 seconds, only ONE Page
- Dynamic: 1 bust = +5 seconds, flight times \approx 55–60 seconds, competitors fly 3 Pages, giving room to recover

In Solo Speed, even the smallest error can drastically change the athlete's ranking.

For example, a competitor ranked 3rd after three rounds may learn already in Round 5 that the highest possible finishing position is now 9th — due solely to the Q&T system.

Impact on fairness

In the cumulative-time format, the athlete has the opportunity to recover from a mistake throughout the nine rounds.

In the Q&T format, as demonstrated in WISC 2025:

76th FAI/ISC PLENARY MEETING, 24-25 JANUARY 2026, RIYADH, SAUDI ARABIA

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<i>DATE:</i>	18 November 2025	<i>PAGES:</i>	7 of 7

Only one athlete (France 2) finished in the same position in the finals as in the qualifications.

It is highly unlikely that competitors gained or lost significant skills overnight.

The difference lies purely in the competition format.

If you have any questions, I remain available at: soltykandrzej@gmail.com

Kind regards,

Andrzej Soltyk

World Champion • World Cup Champion • European Champion

World Record Holder — Indoor Skydiving, D2W category
