



2013 APPLICATION PROCEDURE FOR A CLASS 1 SUPERLICENCE

19 UIM SUPERLICENCE

In order to participate in Class 1, every crew member of the boat must hold a UIM Class 1 Superlicence.

All UIM licences are valid from the date of issue to 31st December of the same year.

In the event of any accident either within the sport or beyond its jurisdiction that prevents an individual from racing on medical grounds, a new post injury medical certificate must be submitted prior to re issue of the individual's licence.

Additionally in the case of a race incident resulting in medical care the competitor must be signed fit to return to racing by the race/event doctor. If this is not obtained, a signed declaration from a Doctor of fitness to return must be submitted to the UIM.

The event insurance must be complied with.

19.01 - ISSUE OF SUPERLICENCE

A UIM Class 1 Superlicence can be obtained following a request by the pilot's National Authority to the UIM.

The application for a UIM Class 1 Superlicence must be lodged with the UIM four weeks prior to the first event in which the pilot wants to participate is held.

The superlicence fee will be doubled for applications received beyond the 4 weeks deadline.

NO Application will be taken in consideration within one week from the following event.

The price of the UIM Class 1 Superlicence fee has been fixed to 1000 euro by the UIM Council and must be paid to the UIM Secretariat. For late application, the superlicence fee has been fixed to 2000 euro and must be paid to the UIM Secretariat.

Medical expertise fee for drivers over 50 years in the season must be paid to the UIM Secretariat : 150 euro

All required documents must be completed and the following additional documentation, or proof of such, must be provided to the UIM Secretariat:

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in Class 1 or Class 3 Closed Canopies, or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the UIM).
- Current immersion certificate.
- A medical certificate providing all the data required by the UIM Official medical form.
- Two photographs (passport size).
- **The fees fixed by and paid to the UIM.**
- The UIM Class 1 Superlicence is valid from the date of issue to 31st December of the same year.

The UIM may issue the UIM Class 1 Superlicence on the basis of the information supplied by the pilot's National Authority. The UIM may withdraw a UIM Class 1 Superlicence on the recommendation of the relevant pilot's National Authority and the agreement of the Class 1 Promoter.

Any pilot who has passed their 50th birthday before the date of application for a UIM Class 1 Superlicence will be obliged to submit a medical report from their own doctor, and also a report of an examination by a doctor nominated by the UIM.

The minimum age for a pilot to qualify to hold a UIM Class 1 Superlicence and to compete in a Class 1 race is 18 years unless otherwise agreed by the UIM.

The application and nomination by the pilot's National Authority will be deemed to be the National Authority's consent to represent their country for the duration of the UIM Class 1 Superlicence. Should the NA not wish a UIM Class 1 Superlicence holder to represent his country at any time, the NA must inform the UIM in writing.

The UIM may authorize a provisional Licence for the second Driver who may not have the above - mentioned sports career to participate in the competitions provided that:

- The First Driver is well – experienced, has attended the last two Class 1 Championships and takes the responsibility of the Second Driver's behaviour in the race, the first driver must also sign the UIM letter of agreement regarding responsibility ;
- He should have an Offshore Licence issued by his relevant National Authority.
- The application should be authorized by his N.A.

An anthropometric check of data reported in the Superlicence application may be carried on at any event during the relevant season by a UIM appointed Medical and/ or Anti Doping delegate. In case the pilot's data would not be anymore within the mandatory parameters, the Superlicence will be immediately withdrawn.

TEST DRIVER LICENCE

A UIM 'Test Driver' licence will be issued by the UIM to use during event 'official practice times'. To qualify for this licence, the following conditions must be complied with:

- Current immersion test certificate.
- A medical certificate providing all the data required by the UIM Official Medical Form.
- Two photographs (passport size).
- The fees fixed by and paid to the UIM.
- The application must be authorised by his NA.

The fee for a test drivers licence is Euro 250, if upgraded in the same year to a full super licence Euro 750 fee is applied.

COCKPIT EVACUATION / IMMERSION TESTING

Before racing in a craft with restraint systems, all crews must have passed in the last fourteen months, an immersion test in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.

Prior to taking the immersion test, all crews must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.

An Immersion Certificate to certify the passed test, showing the expiry date, must be delivered by experts recognised by a National Authority.

All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

UIM Cockpit Evacuation training and testing is available at the Class 1 races.

Regardless of any current immersion training certificates held by competitors the UIM training and testing is mandatory.

Immersion testing is to include training for all crews in both self extraction and full partner rescue training utilizing on board air systems. All crew members must be capable of full use of on board air systems to the satisfaction of the appointed UIM testing facility.

The UIM will also request mandatory random testing throughout each racing season for all crews, where possible this will be integrated with the local event rescue crew training.

MEDICAL EVALUATION SHEET
MEDICAL EVALUATION SHEET
2013 Class 1 and XCAT SUPERLICENCE

Location of test _____ Date _____

Name _____ Surname _____

Born in _____ Date _____

Status _____ Profession _____

Date of first involvement in the sport _____

Other sports practised _____

PRESENT STATE OF HEALTH AND FORMER DISEASES

Disease (former or current) _____

With special mention of _____

Cardiopathy Coronary Diabetes Type 1 / 2 (circle the type)

Epilepsy High Blood Pressure

Operations undergone previously _____

Dates of these operations _____

Accidents (when, where, under which circumstances) _____

Alcohol _____g/day_____ Tobacco _____pack year_____

Allergies _____

Medicines usually/frequently taken _____

Please keep in mind the Anti Doping rules and the WADA – UIM list of banned substances and Therapeutic Use Exemption rules

**GENERAL OBJECTIVE EXAMINATION
2013 Class 1 - XCAT SUPERLICENCE**

Height: _____m_____ Weight: _____kg_____

Body Mass Index (Weight (kg)/Height²(m): BMI): _____

No superlicence will be issued to a driver with a BMI over 30 kg/m²
These anthropometric data can be checked during competitions by the UIM Medical and/or Anti Doping Delegate who has the right to withdraw Superlicence from non compliant pilots

Age _____ Sex _____

Congenital or acquired deformities _____

Respiratory system _____

Spirometry (**mandatory**) **Please attach printed results and graphs** _____

FVC (measured/predicted) _____

FEV₁ (measured/predicted) _____

Cardiovascular system: is there any evidence of abnormality of the heart or cardiovascular system? Yes No
If "Yes", give details below.

Blood Pressure at rest _____

Hearth Frequency at rest _____

Electrocardiogram at rest _____

Stress ECG and blood pressure profile (**mandatory, please refer to "Additional Items" on page 8**)

Please attach printed results and graphs and final report in English language

Ophthalmologic check-up (mandatory every other year)

Have you undergone this ophthalmologic check-up last year?

If **yes**, please specify when: . . / . . /

If **not**, ask your ophthalmologist to fill the hereafter items

Faculty of vision (uncorrected) R_____L_____

(with correction) R_____L_____

Vision with both eyes open (wearing corrective lenses if necessary) _____

Field of Vision _____

Vision of Colours: is the applicant's colour vision normal? Yes No

If "No", give details below.

Signature and practice stamp of the ophthalmologist

Hearing Testing _____

Urine: Albumine _____ Sugar _____

Is the Urine analysis normal? Yes No If "No", give details below.

Nervous system _____

Others _____

- Does the applicant have any physical abnormality or restriction of movements in the arms or legs? Yes No

If "Yes", give details below.

- Is there any evidence of a physical or mental condition (past or present) which could, in your opinion, prevent the applicant from holding a competition licence for motor sport?

Yes No

If "Yes", give details below.

To the Doctor and the Driver :

Are you the applicant's usual doctor? Yes No

Your practice stamp (together with your name and qualifications):

Name in Capital Letters _____

Degree _____

Address _____

Tel _____

Fax _____

Aptitude Assessment _____

Date _____

This is to certify that I have examined the applicant in line with this form.

Signature of the Doctor _____

Signature of the Driver _____



ADDITIONAL ITEMS FOR CLASS 1 – XCAT SUPERLICENCE (VERY IMPORTANT)

Maximal stress ECG and blood pressure profile: electrocardiogram have to be performed:

* on a **cycloergometer** starting at 60 or 70 watts and increasing by 30 or 35 watts every two minutes.

The driver must be capable of reaching a minimum power level of 2.5 watts (males) – 2.2 watts (females) per kilogram of body weight.

* or on a treadmill, using a **Bruce protocol** (preliminary warm-up recommended)

The driver must be capable to complete at least the entire stage 3 (i.e. 3 minutes at 5.5 km/h (3.4 mph) and 14% gradient).

This stress ECG aims to confirm both cardiovascular health and that the driver reaches the minimal fitness level to compete in motonautic sports. Therefore, we strongly encourage drivers to undergo regular physical training and to perform a maximal stress ECG test.

A written report from the physician (English language) must be enclosed.

Exhaustive ophthalmological check-up, tested and certified (English language) by a professional ophthalmologist to be renewed every two years and after skull trauma.



**INFORMATION FOR BODY MASS INDEX (BMI) - STRESS ECG -
PULMONARY AND VISION TESTS
FOR 2013 CLASS 1 SUPERLICENCE**

**Drivers with a Body Mass Index (BMI) over 30 kg/m²
will not be issued a Superlicence**

Drivers over 50 years in the 2013 season

For the Drivers over 50 years during 2013 season, the following detailed examination results required in the UIM medical form **will be submitted to a doctor appointed by U.I.M.**

Detailed reports include following examinations / tests:

- **pulmonary function test** (simple spirometry). Test to be performed every year as part of the yearly medical examination in order to get a superlicence
- **Exhaustive ophthalmological check-up**, tested and certified (English language) by a Professional ophthalmologist. Test to be renewed every 2 years and after a skull trauma.
- **Stress ECG test & blood pressure profile**
Test to be performed every year as part of the yearly medical examination in order to get a superlicence.
The Electrocardiogram has to be performed under maximal exercise condition on a cycloergometer or a treadmill, according to the UIM recommendations. Please refer to page n° 8: additional items for Superlicence
A written report from the physician who administered the ECG must be provided in English language.



Form to be signed and entered with the superlicence application documents to UIM

APPENDIX 2 - Acknowledgment and Agreement UIM Anti-Doping rules

I, as a member of [National Association] :

and/or a participant in a [National Association or UIM] authorized or recognized event, hereby acknowledge and agree as follows:

1. I have received and had an opportunity to review the UIM Anti-Doping Rules.
2. I consent and agree to comply with and be bound by all of the provisions of the UIM Anti-Doping Rules, including but not limited to, all amendments to the Anti-Doping Rules and all International Standards incorporated in the Anti-Doping Rules.
3. I acknowledge and agree that [National Associations and UIM] have jurisdiction to impose sanctions as provided in the UIM Anti-Doping Rules.
4. I also acknowledge and agree that any dispute arising out of a decision made pursuant to the UIM Anti-Doping Rules, after exhaustion of the process expressly provided for in the UIM Anti-Doping Rules, may be appealed exclusively as provided in Article 13 of the UIM Anti-Doping Rules to an appellate body for final and binding arbitration, which in the case of International-Level Drivers is the Court of Arbitration for Sport (CAS).
I agree that all decisions of CAS under the rules shall be final and binding and that I will not bring any claim, arbitration, lawsuit or litigation in any other court or tribunal.
5. I have read and understand this Acknowledgement and Agreement.

Date Print Name (Last Name, First Name)

Date of Birth Signature (or, if a minor, signature of legal guardian)
(Day/Month/Year)



UIM Bank coordinates

**Bank L.C.L. (Le Crédit Lyonnais)
Monaco Les Moulins
98000 Monaco**

**IBAN N° MC36 3000 2054 3000 0007 0044 N44
BIC N° CRLYMCM1**

*Please mention on the bank transfer the superlicence category
and the name of the driver*