



# **New Zealand Paragliding Competition Rules**

**Version 20 - November 2017**

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# 1 INTRODUCTION

## 1.1 General

These rules apply to all official NZHGPA Paragliding Competitions. Organisers and competitors must fully comply with the rules.

This competition manual is produced and updated by the Paragliding Competitions Committee (PCC) in the interests of fostering development in the competitive elements of our sport and as a guide for competing pilots and competition organisers in the running of New Zealand paragliding competitions.

Any suggestions for improving this manual are very welcome and should be made to the PCC, by email to [nzhgpapcc@googlegroups.com](mailto:nzhgpapcc@googlegroups.com) or to the NZHGPA, care of the executive committee [exec@nzhgpa.org.nz](mailto:exec@nzhgpa.org.nz)

## 1.2 Changes to these rules.

The PCC or the NZHGPA executive committee may change these rules at any time.

Reasonable effort shall be made to avoid changes to the rules during the New Zealand competition season.

Changes to the rules shall take effect 14 days after they have been posted on the NZHGPA website AND no significant objections have been raised.

All changes are subject to the approval of the NZHGPA executive.

## 1.3 Aims of the NZHGPA Competitions System

- To provide a safe and structured series of competitions for pilots of all levels of competition skills.
- To achieve and maintain, for New Zealand pilots, a high standard of competitive performance at international competitions.
- To provide a clear understanding of the responsibilities and privileges for competitors and organisers of Paragliding events.
- To provide a framework upon which the competitive aspects of paragliding can be administered and allowed to develop.
- To determine the NZ national champion annually.
- To provide the base data for determining a national pilot ranking system (The National Ladder).
- To encourage fun, skill improvement and increased participation in NZ competitions.

## 1.4 The Paragliding Competitions Committee (PCC)

Within the NZHGPA a Paragliding Competitions Committee has been formed to assist with the discharging of the responsibilities of the NZHGPA in the coordination and promotion of the competitive aspects of the sport at all levels.

The NZHGPA executive committee may dismiss the PCC at any time and discharge their responsibilities directly.

#### **1.4.1 Selection / Election of the Paragliding Competition Committee**

The PCC may be appointed by the NZHGPA executive committee.

In the absence of an appointment by the executive committee, the PCC may be elected by NZHGPA members during a PG Open round at a general briefing of all pilots.

Sufficient notice of the intention to hold this election must be given to pilots. Verbal notice given at the previous general pilots briefing will be accepted as sufficient.

Potential candidates for the PCC may be requested to make a presentation to the pilots of their ideas and directions for the sport of paragliding in New Zealand.

The newly appointed PCC begin their duties at the end of that competition.

### **1.5 Competition Format**

NZHGPA Paragliding Competitions will be held each year.

The NZHGPA Paragliding Competition summer season runs

all year. The season is deemed to end on the 31<sup>st</sup> of March and begin on the 1<sup>st</sup> of April.

There will be two levels of NZ Competition:

Paragliding Open and Paragliding Regional Competitions, though other competitions may be included as described in these rules.

The PG Open shall consist of up to two rounds each season. Under normal situations, the PG Open shall consist of one round and then two rounds alternating on consecutive seasons, so that in one season there may only be two rounds of the PG Open if there was only one round of the PG Open in the previous season.

When there are two rounds, each round shall be a maximum of 8 days long. When there is only one round it shall be up to 9 days long.

Regional Competitions (RC): RCs are club based competitions, with each recognised NZHGPA club able to run a maximum of 3 RCs each season.

The RC Competition Organiser shall be nominated by the club and approved by the PCC. Their contact details are to be published with the notification of the RC.

RCs can be of any length (normally from 2 - 4 days), preferably over a weekend; longer if there are associated public holidays. These may be held concurrently with different clubs.

If any international competition has 6 or more NZ (full NZHGPA members) pilots it may be nominated as an RC with the same level of notification and scoring as a New Zealand RC. The results shall be sent to the PCC for inclusion by the pilot making the notification.

Competition Organisers are encouraged to apply for FAI Category 2 status for their competitions by applying through the PCC to the National Aero Club. Scores for a Category 2 competition count towards the World Ranking (WPRS). The FAI rules should be followed regarding an FAI Cat 2 competition in this case.

### **1.5.1 Notification**

A minimum of 2 month's notice is required from the Competition Organiser for the dates of a PG Open Round.

A minimum of 4 ½ days (eg Monday evening for the following Saturday) prior to the first briefing, is required from the Competition Organiser for a Regional Competition.

The RC shall be confirmed or cancelled by a further notice 36 hours prior to the first briefing.

If an RC has been notified, yet no tasks are set, it will not count as one of the RCs for that club that season.

### **1.5.2 Notification Methods**

RCs and the PG Open rounds shall be notified via a notice on the NZHGPA website and via an email to the NZHGPA administrator to be forwarded to their members.

For PG Open rounds and where possible, for RCs, a notice shall also be published in Airborn magazine and on the NZHGPA competition calendar.

The notice shall consist of a minimum of:

- Name and contact phone number of the Competition Organiser
- Time and location of the first briefing
- Probable sites to be used for the competition
- Format for the competition (Standard or XC only)
- Entry requirements
- Cost

## **1.6 Competition Organisers**

The Competition Organiser shall be given an "Organiser's Pack" by the PCC containing:

- A copy of these rules
- A copy of a proforma Emergency Plan to be completed by the CO (Appendix A)
- A copy of a typical Entry Form (Appendix B)
- A proforma Task Board layout

For further CO duties see Section 3.3

The Competition Organiser (CO) is defined as:

- the person (or club) who submits a bid to hold a PG Open Round to the PCC, or the person notified as the contact for an RC

The Competition Organiser does not need to be a paraglider pilot, however an understanding of paragliding and competitions is essential.

### **1.6.1 Number of competing pilots**

Each task in a RC must have a minimum of 6 competing pilots to score points on the ladder.

A maximum number of pilots participating in an RC or a PG Open competition may be set by the

Competition Organiser, or the PCC. It will be included in any notice of the event.

## 1.7 Competition Levy

Each PG Open Round will charge a levy per each competitor that pays the full competition entry fee. There will be no levy charged at RCs.

The levy amount is as follows:

2015/16	\$10
2016/17	\$11
2017/18	\$12
2018/19	\$13
2019/20	\$14
2020/21 and onwards	\$15

The levy forms part of the Paragliding Competition Fund and is administered by the PCC to further the aims of the NZHGPA competition system as set out in 1.3 above.

It is the responsibility of the Competition Organiser to collect this levy and forward it to a member of the PCC within one month of the end of the competition.

The Paragliding Competitions Fund is currently administered by the NZHGPA.

## 1.8 Selection Of Competitions

### 1.8.1 PG Open

Potential Organisers of PG Open Rounds should send their submission to the PCC by the 30th of May each year, or as otherwise notified by the PCC prior to that date. The PCC has the right to move this deadline if notification is made on the NZHGPA website.

The locations and dates of the following season's events will then be decided by the PCC and published in the next available Airborn Magazine, announced on the NZHGPA website and added to the Competition Calendar on the NZHGPA website.

When selecting PG Open Rounds, preference should be given to having one in each of the North and South islands. It is also possible to have one in Australia.

Preference shall be given to competitions that meet the requirements of FAI Cat 2 and are sanctioned by the FAI.

Preference will also be given to varying the location of the PG Open rounds between seasons.

If, in a year when two PG Open rounds are allowed, and less than two bids have been received by the stated deadline then there may be only one round. The following year then reverts to a two round year.

If there is still a vacancy for the PG Open Round after the deadline then it may be awarded on a "first come, first served" basis, provided that the competition meets the requirements of the PCC and each club can be notified at least 2 months before the competition starts.

## 1.9 Competition Scoring

The PCC will arrange a scorer and scoring program for each RC.

Competition Organisers are responsible for organizing and verifying scores at a PG Open competition.

The Competition Organiser is responsible for briefing the competitors on the run report process (submitting track logs), managing the report- in procedure and delivering task details to the scorer by 9.30pm each day, preferably earlier. Preliminary results should then be available by 0830 the next day.

## 2 COMPETITION ORGANISATION AND CONDUCT

### 2.1 Competition Specific Rules

Due to variations of flying in different paragliding regions it may be necessary to establish a set of Rules, or conduct a Competition, in a manner unique to that region.

The Competition Organiser may therefore publish a set of Competition Specific Rules (CSR) specific to that competition. The CSR must not conflict with, or add to, these rules unless approved by the PCC and published on the NZHGPA website at least one month prior to the Competition.

The CSR should include details that are permitted to be defined by the CO under these rules, specifically:

- Competition Entry Requirements
- Rest Day Policy
- Penalty types & values
- Launch Order Queuing Systems
- Speed Section not at Goal time points policy
- GPS scoring system
- Run report system
- Sign In / Out System
- Altitude Points
- Penalty Points
- GPS altitude tolerances if different
- Reflight area / policy
- Nominal Distance
- Nominal Time
- Turn direction if linked to date
- Radio Channels & frequencies
- First Aid kit locations
- Awards available at the competition

Some of the above items may also be briefed before a specific task.

#### 2.1.1 Interpretation and Exceptions

Exceptions to the rules are not allowed when the rules are definite and feasible. If compliance is not feasible, the elected Technical Delegate (see para. 2.4.8) shall make any necessary exceptions in consultation with the Competition Organiser. Where these rules are not sufficiently explicit, interpretation shall be made by the Technical Delegate.

To ensure consistency in future competitions, the Technical Delegate should include a copy of any such

interpretation with the written report to the PCC as per para. 2.4.8 to allow the rules to be updated if required.

Competitors shall be informed of any interpretations by posting a dated, written addendum on the main competition notice board and verbal advice at the next scheduled general competitors' briefing.

## 2.2 Competition Entry

### 2.2.1 Pilot Eligibility

Each competing pilot must:

- Be a member (or visitor member) of the NZHGPA if flying in New Zealand  
Any competitors found to be non-members will be listed and scored as "Disqualified". Any entry fee received will not be refunded.
- Hold a valid PG2 license (minimum) or equivalent foreign rating

Unless specified otherwise by the Competition Organiser in consultation with the PCC, pilot entries shall be accepted on a 'first come, first served' basis.

Competitors must be able to fly safely and without supervision.

The onus rests with the competitor to prove compliance with the entry requirements, if called upon to do so.

Intending competitors must register prior to the registration deadline. Late entries shall only be allowed at the discretion of the Competition Organiser.

## 2.3 Registration

All competitors are required to register prior to, or during, the initial competition briefing and registration as briefed in the published notice of the competition. Late registrations may be considered at the discretion of the CO.

### 2.3.1 Each competitor will be required to present:

- Proof of identity.
- Proof of NZHGPA membership
- Satisfactory evidence of glider airworthiness.
- Proof of valid insurance as detailed.
- GPS.

### 2.3.2 Each competitor will be requested to sign:

- Waiver declaration (agreement on release of liability).
- Certified glider statement.
- Entry form.
- Pilot experience declaration

Waypoint and Airspace files are to be made available for downloading from the NZHGPA or Competition website prior to registration. These files should be downloaded onto each pilot's GPS prior to the first task.

### 2.3.3 Competition Briefings

A General Pilots Briefing shall be held at the start of each competition day and at the start of each task.

The first competition briefing should include (but is not limited to) the following:

- Election of a pilots committee
- The location of the copy of the Official rules of the competition
- Whether all tasks will be scored or if FTV will be used
- Any special information relating to the local flying area and competition sites
- Vehicle retrieval routes if any
- Any specific emergency plan requirements, including but not limited to, visual "I need help" signals,
- Sign in / Report in systems
- Contact phone numbers of officials etc
- That it is always the pilots personal decision whether or not to launch and fly the route
- That the scoring system makes allowance for safety decisions
- The time and location of the next briefing

### 2.3.4 Competition Notices

The Competition Organiser must make the following information available to all competitors:

- List of all pilots entered, showing Wing type, colour and pilot number.
- Official rules (plus amendments & additions).
- Latest pilots results.
- Latest weather forecast.
- Next briefing time and place
- A Turnpoint List / Launch site list with Lat/Long, NZTM coordinates and altitudes. \*
- Applicable Airspace Maps\*
- A Map showing the flying area and turnpoint locations.\*
- A copy of the Emergency Plan (see Appendix A)\*
- Radio frequencies used by the Competition organiser for safety broadcasts\*
- Contact phone numbers for Report In, SAR and local emergency services\*
- A copy of the Competition Specific Rules if applicable

For an RC this information may be on a noticeboard at the briefing area or on a website.

At a PG Open event the CO shall provide a printed copy of the asterisked items above to all competing pilots.. This shall comprise the **Competition Pack**.

## 2.4 Committees, Elections and Officials

### 2.4.1 Pilots Committee

At the first competition briefing a two person "Pilots Committee" must be elected by the competitors. The Pilots Committee are to represent the competitors and to provide an interface between the competitors and the CO. This committee may be reduced to 1 pilot at an RC.

### 2.4.2 Task Committee

The Pilots Committee and the CO jointly form the Task Committee.

### 2.4.3 Protest Committee

Refer para 2.4.9

#### **2.4.5 Safety Committee**

A Safety Committee is only required for PG Open rounds.

A three person Safety Committee may be appointed by the CO at the first competition briefing. This committee should be made up of different pilots to the Pilots Committee. Their responsibility is to assess flying conditions and the task with a particular focus on safety issues, and liaise with the Task Committee and the CO as required. A simple majority of this committee has the power to stop or cancel a task at any time if flying conditions are, or become, unsafe.

#### **2.4.6 Meet Director**

The CO may delegate some or all of their tasks to a "Meet Director". The areas of responsibility of the Meet Director shall be clearly defined to competitors at the initial competition briefing.

Where CO is used in this document, read "CO or Meet Director" where one has been appointed under this clause.

#### **2.4.7 Launch Director**

A Launch Director is only required for PG Open rounds.

The CO shall appoint a Launch Director for each task. In the absence of such appointment, the CO shall be the Launch Director. The Launch Director's responsibility is the efficient & safe controlling of the launch area whilst competitors are launching .

The Launch Director must remain at the Take Off area until all competitors have taken off, or until the Window is closed.

The CO shall ensure that the Launch Director has a two way radio available for communication of safety broadcasts AND a mobile phone for use in emergencies if cellular coverage is available at the launch site.

The Launch Director must have sufficient knowledge of Paraglider flying to be capable of safely carrying out the above duties.

#### **2.4.8 Goal Marshall**

Since NZ comps are now scored using GPS, a goal marshal is not required.

#### **2.4.9 Technical Delegate**

A Technical Delegate will be appointed by the PCC for every competition and is responsible for ensuring the competition and scoring are accurately and fairly run according to the Paragliding Competition Manual.

Specific duties include:

- Acting as safety back up for the CO
- Advising the CO on implementation of these rules & ensuring they are complied with.
- Specifying task validation criteria.
- Appointing a Protest Committee should one be required.
- Collecting final competition results from the CO and reporting them to the PCC.

Within 2 weeks of the conclusion of each competition the technical delegate shall provide a written report to the PCC.

This report includes:

- Reports from Protest Committees (if any)

- Rule interpretations required during the competition (if any).
- If neither of these occurred then the report should state this.

## 2.5 Rest Days (PG Open rounds only)

The CO may declare a rest day after six consecutive days of flying, unless it is the last competition day.

The policy on rest days shall be declared before the first competition day

## 2.6 Tasks

### 2.6.1 Setting the Task

The task shall be set by the Task Committee.

The task committee should take into consideration the following factors:

- Current weather including wind directions at different altitudes
- Maximising the potential task value (See section 2.13)
- Creating a fair competition for the pilots involved
- Forecast weather
- Unavoidable local hazards
- Sensitive local landing areas
- Land-by deadlines
- Skill level & experience of competitors
- Ideally, the task increases in difficulty along it's route
- Whether the task should involve KLO or not
- If a goal is set, then 25% of competitors making goal is ideal.

The Competition Organiser and Safety Committee may listen to the discussion of the Task Committee whilst the task is being set and should only intervene with regards to reasonable logistical or safety concerns.

Apart from this, the Task Committee has the right to insist on a reasonable level of privacy during their discussions on task setting.

### 2.6.2 Task Briefing

The task for the day will be announced at a general pilot briefing at or near the launch site.

The briefing will include (but is not necessarily limited to) the following:

- a verbal summary of all the points on the Task Board.
- A reminder of the need to sign in before launch.
- Sensitive areas along a task route.
- The launch procedure and launch areas available

If applicable it shall also include:

- the allotted time for each competitor to launch
- actions in the event of a failed launch

Launch shall be declared open not less than 15 minutes after the pre-flight briefing has finished.

### 2.6.3 Launch Pack

There will be a launch pack at the launch area (or other clearly defined briefing location near the launch area) that will have the following items for review during the open launch window:

- Task Board
- Competition Map detailing all waypoints and relevant airspace on the task route
- Written copy of the rules
- Pilot list for Sign in
- Emergency Plan
- First Aid Kit

#### 2.6.3.1 Task Board

The following information is to be displayed on the daily Task Board:

- Date and Task Number
- Type of task
- List of turnpoints
- Total distance to Goal
- Validation criteria (dist & no of pilots)
- Description of Goal and finish line
- Launch Window open and close times (see 2.8.5)
- Start type (i.e. entry, exit, single or multiple gates)
- Start location and time
- Goal Deadline
- Last Task Time
- Land-by deadline (optional, used for safety reasons)
- Whether KLO is activated
- Deadlines for reporting in / safety check in
- Run Report deadline
- Turn Direction, and the area that it applies to
- Any known unusual hazards on the task route
- Safety Radio Frequencies
- Contact phone numbers

The Task board shall also show GPS coordinates and altitudes for any waypoints used in the task that are not included in the Turnpoint List issued to the competitors (see para 2.3). .

#### 2.6.3.2 Signing In

A Sign-in sheet and writing instrument (e.g. pen) shall be placed with the Launch Pack and be available and completed at each task launch. Note that the number of pilots signed in to fly is one of the criteria for Task Value and DMF calculation. It will also form the basis on which search and rescue will be determined if required.

#### 2.6.4 Task Validation Criteria

The task validation criteria will be announced by the Technical Delegate at the task briefing and written on the Task board.

MINIMUM validation criteria are: 2 competitors or 15% of the pilots\* (which ever is greater) flying at least 5km.

Note - low validation distances are acceptable as the TASK VALUE will be reduced significantly if the task is a short distance.

The validation distance should still be at least the predicted glide distance in the task direction on the competition day.

The Technical Delegate will take into account the flying site, weather conditions and task set when determining the validation criteria.

\*Pilots = Number of registered competitors less any competitors that inform the CO of their intent not to fly before commencement of the briefing.

### **2.6.5 Cancelling, Changing or Stopping a Task**

Before any competitor has taken off, even if the launch window is open, the CO or the Safety Committee may cancel or change a task if the weather becomes unsuitable.

If the task is changed then the launch window must be closed, a re-briefing is required, and the launch window may not re-open until at least 15 minutes after the end of this briefing.

After any one competitor has taken off, the CO or the Safety Committee may stop a task only if hazardous weather or other conditions, which would endanger pilot safety, cannot be avoided en-route by the competitors.

Task cancellation shall be announced at takeoff and broadcast on the official radio frequency. Other forms of announcement may be published and announced before the start of the competition.

No points will be awarded if a task is cancelled. Certain penalties may still apply. (See 2.11.4)

Once more than 50% of the competitors have launched and the validation criteria have been met a task may be stopped but not cancelled.

When a task is stopped, the pilot's scores will be determined from their GPS track log position from five minutes before the task was stopped, unless specified otherwise in the competition specific rules.

An Elapsed Time task (see section 2.6.6.4) may be stopped, using the same rules as any other task type.

If the task is cancelled or stopped pilots are required to land as soon as possible at a safe location and 'report in' in the usual way.

If it is safe to do so, pilots are requested to pull in "big ears" to signal to other pilots that the task is cancelled or stopped.

### **2.6.6 Types of Task**

Tasks will be one of the following:

#### **2.6.6.1 Open Distance**

Any Open Distance ,Out and Back, D1 or Triangle flight types are defined in 2.13.9

#### **2.6.6.2 Race to Goal Ground Start**

Pilots start the race from the ground. Each competitor's flight time begins immediately the window opens.

The pilot who achieves the most points in the task is the winner. Pilots who complete the last speed

section but do not reach goal only get distance points, unless briefed otherwise by the CO before the task or stated in the CSR.

#### *2.6.6.3 Race to Goal Air Start*

Pilots start the race in the air. Pilots launch while the window is open with start gate time(s) stated on the task board. Each competitor's flight time begins at the start gate time.

Start Gate Cylinder.

A GPS cylinder centred around one of the turnpoints or the Launch Point. The radius and position of the Start Gate Cylinder will be stated at the briefing and written on the task board.

Exit Cylinder

Pilots must have a GPS track log showing that they are **within** the Start Gate Cylinder after the start gate time before departing for the first turnpoint.

Entry Cylinder

Pilots must have a GPS track log showing that they are **outside** the Start Gate Cylinder after the start gate time before entering the cylinder to start the task.

Multiple Start Gate Times

Multiple start gate times may be used if briefed at the task briefing. Each competitor's flight time starts at the Start Gate Time immediately before the time they left (Exit Cylinder) or entered (Entry Cylinder) the Start Gate Cylinder.

The pilot who achieves the most points in the task is the winner. Pilots who complete the last speed section but do not reach goal only get distance points, unless briefed otherwise by the CO before the task, or stated in the CSR.

#### *2.6.6.4 Elapsed Time*

Each competitor's start is individually timed, either at launch or at a Start Gate Cylinder. The winner is the pilot with the shortest elapsed time. Pilots who do not reach goal only get distance points, unless briefed otherwise by the CO before the task.

The timed start of the task may be for a limited window if briefed by the CO before the task. Competitors who start the task after this time will be timed from the end of this window.

### **2.6.7 Starting and timing the task**

Each competitor's start time is taken from their GPS tracklog.

Times shall be recorded to the nearest second.

#### *2.6.7.1 Jump the Gun*

"Jump the gun" occurs when a pilot crosses the start line before the race start but after the launch window is open.

Unless briefed otherwise before the start of the task or in the CSR, the following penalty points will apply:

- Each second early – 1% of the pilot's time points
- Each minute early – 10% of the pilot's distance points

Note a pilot will score zero if they are over 10 minutes early.

### 2.6.7.2 Open Distance Starts

Start from the ground. No timing taken. Window open and close times as per task board.

## 2.7 Flight Verification

Competition flights shall be verified by each pilot recording their flight on a GPS.

### 2.7.1 GPS

GPS verification of the flight should be on a single track log, recorded on a GPS compatible with the scoring system.

It is the competitor's responsibility to confirm that their GPS is serviceable, reliable and compatible before using it in a task.

The track log must be saved into an IGC format for scoring. Use of a non-compatible GPS without prior permission from the CO will result in a score of zero for the task.

If a non-compatible GPS is used, with permission of the CO, then it shall be the CO's responsibility to verify the track log and submit the data to the scorer by the run report deadline.

The GPS used for the flight must be available for checking by the CO if requested

GPS tracklogs must be submitted to the scorer by the Run report deadline.

The method and location for submitting tracklogs shall be briefed by the CO before the start of the first task.

To be considered as valid, the track-log must satisfy the following criteria:

- The track-log must have valid and continuous time stamps.
- Continuous track-log points which are where each consecutive point is 30 seconds or less from its predecessor.
- The track-log must include valid and continuous altitude information

The track log must be continuous in all critical areas of the flight.

Critical areas are defined as:

- Takeoff (altitude check)
- Landing
- Turnpoints
- Start gate
- GPS goal
- Start points for XC competition flights
- End points for XC competition flights
- Any other critical areas as defined by the CO at a general briefing.

### 2.7.2 Backup GPS

Competitors may use a backup GPS.

The Competitor may choose which instrument they use for the purpose of scoring.

### 2.7.3 Guide to assessing airspace infringements .

NZ VFR s require all pilots to fly with a calibrated barometric altimeter accurate to within 100 feet

There is a difference in measurement processes between the legally required barometric flight altimeter and the GPS being used to verify the competition flight. It is not possible for a GPS tracklog to provide absolute accuracy when assessing whether the pilot breached a height limit on their barometric altimeter.

However a flight shall be deemed to have definitely infringed restricted airspace if there are any track log points:

- greater than 300 feet vertically within the defined airspace

Or

- completely within the horizontally defined airspace on a digital overlay of the appropriate air chart where that digital overlay has been provided to the competitors

Or

- more than 300m on the prohibited side of a designated ground feature marked on the appropriate air chart

In some areas it may be appropriate to use lower tolerance within a competition to ABSOLUTELY ensure that no pilot flies within restricted airspace. For example, requiring the GPS tracklog to show points MORE than 300 feet BELOW the airspace height limit. In this case, tolerances shall be briefed at a general pilot briefing before the start of the proposed task.

If a track log has sections where the track log points are greater than 30 seconds apart, then if it is possible to breach prohibited airspace by either:

- Flying in a straight line at 30km/hr

Or

- By a change in altitude with an equal to or less than 3m/s rate

During the time period for which there are no track log points then the pilot will be deemed to have infringed airspace and penalties will be applied.

Where possible this assessment should be modified by the actual environmental conditions for the flight. For example, if the average thermal climb rate was actually 5m/s then this climb rate will be used, or if cloud base was consistently say 5000' then this will be used as a cap on altitude.

Where infringement of airspace is deemed to have occurred through this method, it is then the responsibility of the pilot to produce other evidence to show that this did not occur.

## 2.8 Turnpoints

A turnpoint is awarded if the track log shows a track log point within the turnpoint cylinder, or a couple of points if there are no points inside the cylinder, but you can see two points just outside and the line between cuts through the cylinder (this can happen with a large track log interval).

The track log must also have least 2 minutes of data and at least 5 continuous track-log points prior to and after the track-log point.

Note: Turn Point cylinder is generally a 400m radius but may be specified otherwise on the Task Board. Start Cylinder and other control gates often differ.

Pilots should be aware of the time intervals that their GPS uses to record track points as this may affect

the path shown by their track log.

Where the GPS track log does not show the competitor passing through the GPS cylinder, the competitors score shall be determined from his/her tracklog as if the competitor had NOT achieved the turn point.

## 2.9 Launching

### 2.9.1 Setup

Pilots are to setup in the area briefed by the launch director. This area is for the unfolding and preflighting of gliders away from the takeoff area..

When ready, pilots should bunch their gliders and proceed to the take off area, queue, and wait for their turn to takeoff..

### 2.9.2 Take Off Area

A designated take off area may be briefed by the launch director. This may be bounded by physical markers on the ground, a GPS cylinder, or clearly described verbally.

Once a competitor enters the take off area he/she must launch as soon as possible. A pilot who holds up other competitors by failed launches or waiting for better conditions will be ordered out of the take off area and must go to the back of the queue.

### 2.9.3 Launch Procedures

Where possible the launch shall be 'open window' with pilots entering the take off area on a 'first come, first served' basis.

Where sites and/or conditions do not allow open window launches ,such as when there are a limited number of take-off slots then a queuing system, or predetermined launch order, may be implemented.

Suggested launch details to be announced at the preflight briefing include:

- Type of launch
- The launch procedure and areas available
- The allotted time for each competitor to launch
- Actions in the event of a failed launch

### 2.9.4 Launch Order / Queuing Systems

Should the launch need to be controlled for safety reasons, the CO may implement a queuing system.

The system to be used is decided by the CO. Details must be announced at the first competition briefing and published on the competition notice board.

Normally launch order on the first day is determined by a pilot's FAI world (WPRS) ranking and this is especially so for Cat2 events. On subsequent days the pilot's position in the current competition determines the launch order

### 2.9.5 Launch Closure

If conditions change and it is no longer possible to safely take off, the launch may be closed until conditions improve. (See also Section 3.6)

Pilots shall only launch when the launch is open. If launch has been closed, then a pilot in the take-off

area shall be allowed the full period of allotted time after the launch is reopened.

If the launch window is closed it must be notified on the competition radio frequency as well as at the launch area.

### **2.9.6 Launch Validity**

For the task to be valid, the launch must have been open for at least two minutes per competitor divided by the number of launch slots available. (For example: 60 competitors, 3 launch positions, Required take off time = 40 minutes).

Once the launch window has opened, and the first competitor has taken off, the window may only be closed by the Launch Director for safety reasons.

### **2.9.7 Launch Window Extensions**

If the required take off time has not been reached at window close time due to launch closures, then the window close time may be extended, provided that a maximum window extension period has been announced at the task briefing and posted on the task board.

Apart from the above case window close times can not be altered once any competitors have launched.

If the required take off time is still not reached at the maximum extension of window close time then the task will be declared invalid through rule 2.10.3.

### **2.9.8 Failure To Launch**

A failed launch is defined as a launch attempt resulting in the glider being required to be laid out again. Requiring an assistant to untangle a twisted line, or remove an entanglement present during inflation is not classified as a failed launch unless the entanglement was caused by the glider striking an object after the pilot started their takeoff run.

Following an unsuccessful takeoff attempt a pilot may be allowed to launch from further down the launch area provided that the glider is not required to be laid out again and that the launch is completed within the allotted time.

A launch deliberately aborted due to safety reasons, which, in the opinion of the launch director, are outside the control of the pilot, shall not be classed as a failed launch.

### **2.9.9 Reflights**

The CO may designate a 'reflight' area which shall be before the first turn point. There are no restrictions on the number of flights in any one day if a reflight area is designated. To qualify for a reflight competitors must land within the designated reflight area.

The reflight area must be announced at the task briefing and posted on the task board.

The pilot re-flying must not clear their track log on their GPS before re-launching.

A pilot's score will be determined on the basis of performance on the last launch in any one task.

If task start times are being recorded, the competitor's start time remains that of the first launch, unless prebriefed otherwise by the CO.

Pilots who require a reflight shall not enter the takeoff line until all competitors who wish to enter the take off line for their first flights have done so.

## **2.10Goals**

Physical goal lines are no longer to be used

Goals are defined by a GPS cylinder or line.

A GPS goal must be declared at the task briefing with a brief description of nearby ground features, where relevant.

The Goal Cylinder is a virtual circle centred around the goal coordinates with a radius defined at the Task Briefing and written on the Task Board. The height of the cylinder is defined by airspace limits.

A goal is awarded if the competitor's GPS track log shows them to have crossed either into, or have exited, the cylinder according to goal instructions as per the Task briefing

The track log must also have at least 2 minutes of data and at least 5 continuous track-log points prior to a goal.

The goal time shall be determined from the competitor's GPS track log as the time of the track log point after the pilot has entered or exited the GPS Goal Cylinder.

Pilots making goal will have their time recorded to the nearest second.

### **2.10.1 End of Speed Section not at Goal**

Time points may be allocated over a section of the course that is shorter than the full distance to goal. This is a safety issue that ensures that pilots do not come into goal at speed close to the ground. The End of Speed Section cylinder shall be scored as for a GPS

#### *2.10.1.1 Goal Entry Cylinder.*

If a competitor completes the Speed Section but does not make goal, they will score distance points only, unless briefed otherwise by the CO before the task.

### **2.10.2 Free Flying Following Overflight of Goal**

Pilots are able to overfly the Goal if they comply with the following:

- The Pilot must still Sign out before the Sign out Deadline.
- A pilot may Sign out by contacting the CO or nominated sign-out person as briefed by the CO, by radio or cellphone from the air., unless briefed otherwise.
- If the task involved any turnpoints other than the goal line or used a GPS goal then the competitor must still submit a Run Report by the time specified by the CO. If they do not do this then they will be scored the bomb out distance.

### **2.10.3 Goal Deadline**

A Goal Deadline is a time to be announced at the task briefing and displayed on the task board. Pilots who land in goal after the goal deadline but before the land-by deadline or last tasktime will score maximum distance points but no time points

### **2.10.4 Last Task Time**

A Last Task Time shall be announced at the task briefing and displayed on the task board. If a pilot is still flying at this time then their flight distance shall be calculated as the position showing on their GPS track log at the track log point immediately prior to the Last Task Time.

### **2.10.5 Landby Deadline (optional)**

A land-by deadline may be announced at the task briefing and displayed on the task board if conditions are expected to become dangerous later in the day. For safety reasons all competitors must be on the ground by this time unless they have already signed out from the competition.

### **2.10.6 Sign Out.**

See section 35

### **2.10.7 Run Reports**

The Run Report is a GPS track log uniquely identified to an individual competitor to be used for verification and scoring of their flight.

Pilots must submit their GPS track log, for each task, each day, by the time and method specified by the CO at each task briefing and displayed on the task board.

The deliberate falsification of the tracklog will lead to disqualification.

If a pilot is unable to submit their run report by this deadline they may contact the CO and arrange for a time extension.

An unauthorized late run report may incur penalties.

## **2.11 Unsporting Behaviour**

Cheating or unsporting behaviour, including falsification of documents, use of forbidden equipment or repeated serious infringements of rules should, as a guide, result in disqualification from the sporting event.

Aggressive or threatening behavior is considered unsporting at any point during the competition and can lead to disqualification from the event.

### **2.11.1 Cloud Flying**

Flying in cloud is not permitted at any time.

Penalty points may apply.

To avoid penalty points, if a pilot is inadvertently sucked into a cloud, they must exit the cloud as rapidly and as safely possible either horizontally or vertically. Their track log must demonstrate that they have received no advantage before continuing off in the task direction.

Note that flying VFR requires horizontal as well as vertical separation from cloud.

Pilots are encouraged to report instances of cloud flying to the CO.

### **2.11.2 Penalties and Disciplinary Action**

The CO shall inform competitors as soon as practical that a penalty or disciplinary action has been applied. A pilot may formally complain to the CO regards any

penalties incurred. The time for submission of a complaint shall commence from the time the pilot is notified. The CO may penalise a competitor in accordance with these rules. Penalties may be in the form of points deduction or disqualification.

### **2.11.3 Penalties For Cancelled Tasks**

Penalties that may be awarded on those days where a task is cancelled (or invalid) include:

- penalties for breaches of site rules. (i.e. rules intended to retain long term use of the site); and/or
- penalties for breaches of airspace regulations and or concessions; and/or
- penalties for dangerous flying or safety breaches

### **2.11.4 Guide To Penalty Points**

Unless specified and briefed by the CO at a general pilot briefing at a competition, the following default penalties will apply:

Flying in Cloud (first time):	500 points	
Flying in cloud (subsequent)	Zero for task	
Other dangerous flying:	500 points	
Failure to sign in before launch:	Zero for task (DNF on ladder)	
Failure to report in on time:	500 points (with possible disqualification from comp & payment of SAR costs at COs discretion)	
Failure to submit run report by deadline with no acceptable reason:		Zero for task
Failure to land by landby time	Zero for task	
Flying in a restricted air space:	500 points	
Landing in a prohibited zone:	400 points	
Landing, or flying low, in a manner that significantly disturbs stock or causes justifiable enragement of the public, particularly landowners:	400 points	
Failure to gather wing on landing:	300 points	
Deliberate non-compliance with the instructions of the launch marshall:		300 points
Turnpoints incorrect:	distance points to the last correctly documented point.	
Landing point not verifiable:	distance points to the last correctly documented point.	
Exceeding max ballast weight:	20% of task value	
Changing glider without permission:	Zero for task	
Landing and Taking off on course:	Zero for task	
False declarations:	Zero for task	

The penalty values shall be absolute values (i.e. not affected by the task value). They should not be scaled when scoring the Ladder.

The penalty values may be changed during a competition by a Protest Committee to take into account extraordinary factors in specific cases.

A second offence for any type of dangerous flying will result in disqualification from the competition.

## 2.12 Complaints And Protests

A complaint may be made to the CO by any competitor to request a correction. This complaint must be handed to the CO in writing or verbally within two hours of the announcement of provisional results. The complaint will be dealt with by the CO. If the complainant is not satisfied with the outcome, he or she has the right to protest.

A protest must be in writing, accompanied by a protest fee of \$NZ40, and handed to the CO within 2 hours of the announcement of the decision regarding the complaint, except that after the last contest task, where the time limit is one hour.

A three person Protest Committee will be appointed by the Technical Delegate as soon as possible. If there is no conflict of interest, the Safety Committee may be used.

If the protest is upheld the fee will be returned.

Protests over rules as printed or addendum as advised in accordance with the rules will not be accepted.

Any decisions of the protest committee are final.

No protests will be accepted after the final competition results have been declared.

If a protest from a pilot or group of pilots calls for the retrospective cancellation of a scored task, the jury must consider the position of other pilots in the competition. If the protest is justified, the jury should consider how to compensate the disadvantaged pilots, but should only consider cancelling the task if there is no other fair option.

### 2.12.1 In Flight Complaints

A complaint may be initiated verbally over the radio on the competition frequency by any pilot observing dangerous behaviour eg flying in cloud, airspace violations, aggressive flying etc. This complaint must be followed up with the CO after the task has finished.

## 2.13 Scoring & Task Value

All competitions shall be scored according to the following method unless otherwise agreed by the PCC.

The maximum points available for each task shall be determined by the following factors:

1. Launch Validity (LV)
2. Distance Validity (DV)
3. Time Validity (TV)

$TASK\ VALUE = LV \times DV \times TV \times 1000$

Maximum TASK VALUE is 1000.

### 2.13.1 Launch Validity

Maximum Value 1.0

$LV = \#of\ Pilots\ who\ flew / \#of\ competitors\ signed\ in\ to\ fly * 0.9$

This is intended to lower the task value if a significant number of pilots do not fly due to safety reasons. The 0.9 factor is to account for lower skilled pilots in the competition who do not fly for other reasons.

### 2.13.2 Bonus points

If a pilot chooses not to launch due to safety reasons then they should indicate this to the Launch Director. In this case they will be awarded the points equivalent to a flight of the declared minimum distance (which defaults to 1km).

### 2.13.3 Distance Validity

Maximum Value 1.2

$P =$  The number of registered pilots that signed in for the task, whether they flew the task or not

$DV = (Average\ Distance\ of\ Top\ 90\% \ of\ P) / Nominal\ Distance$

Nominal Distance shall be set by the PCC for each competition. If a specific Nominal Distance has not been set prior to the competition starting the following values shall be used:

For competitions held within New Zealand : **30 km**

For competitions held in Australia: **50 km**

This factor is intended to ensure that the average distance is a good value, but that this is not affected

too significantly by lower skilled pilots. RC competitions are intended to allow first time competition pilots a chance to learn. This should not adversely affect the top pilots scores.

#### **2.13.4 Time Validity**

Maximum Value 1.2

This factor is intended to ensure that a task takes a certain MINIMUM time to fly. (If a task takes only 45 minutes to complete, even if it is 30km it should not be worth maximum points. Conversely if a task takes the fastest pilot 4 hours to complete, even if it is only 20km it is a good test of pilot skill, and should be worth maximum points). This factor is allowed to be greater than 1.0 to compensate for lower distance validity.

$TV = \text{Winning Pilot Time} / \text{Nominal Time}$

Nominal Time shall be set by the PCC for each competition. If a specific value is not set prior to the competition starting it shall be **1.5 hours**.

Winning Pilot Time = the length of time the winning pilot was in the air. In non elapsed time tasks this is recorded from Window Open time. In non goal tasks this can only be recorded if the winning pilot is using GPS verification. All possible effort shall be used to obtain this time, though it will not be consistently used until GPS scoring is universal.

If the Winning Pilot Time is not available then  $TV = 1$

#### **2.13.4 Distance Measurement**

Once a pilot has successfully launched their flying distance is measured from the Start Point to the pilot's best point made along track. All distances will be measured to the nearest 100 metres on a GPS tracklog (Refer 2.6).

The Start Point may be the Launch Site, a Start Cylinder, or a turnpoint taken by the pilot in flight , as nominated by the Task Committee.

#### **2.13.5 Minimum Distance**

All pilots who launch shall be awarded a minimum distance of the bomb out distance regardless of the actual distance flown.

Bomb out distance shall be fixed at 1.0 km unless nominated otherwise by the TD on the task board.

#### **2.13.6 Race To Goal**

A competitors time is measured from the start time to when pilot finishes the speed section. Pilots who do not make Goal do not score time points unless briefed otherwise before the task.

The end of speed section may be the goal or may be a turnpoint cylinder prior to the goal.

$\text{Max Distance points} = (1 - 0.6 \times \text{SQRT}(\text{number at goal} / \text{number who flew})) \times \text{TASK VALUE}$

$\text{Max Time points} = \text{TASK VALUE} - \text{Max distance points}$

$\text{Pilot distance points} = \text{Max distance points} \times \text{SQRT}(\text{pilot distance} / \text{best distance})$

$\text{Pilot time points} = \text{max time points} \times (\text{best time} / \text{pilot time})^3$

$\text{Pilot day score} = \text{pilot time points} + \text{pilot distance points} + \text{KLO points if applicable}$

#### **2.13.7 Elapsed Time**

A competitors elapsed time is measured from pilot's take off time to when pilot finishes the last speed section. Pilots who do not reach the end of the last speed section by goal close time, do not score time points.

Max Distance points =  $(1 - 0.6 \times \text{SQR}(\text{number at goal}/\text{number who flew})) \times \text{TASK VALUE}$

Max Time points =  $\text{TASK VALUE} - \text{Max distance points}$

Pilot distance points =  $\text{Max distance points} \times \text{SQRT}(\text{pilot distance} / \text{best distance})$

Pilot time points =  $\text{max time points} \times (\text{best time}/\text{pilot time})^3$

Pilot day score =  $\text{pilot time points} + \text{pilot distance points} + \text{KLO points if applicable}$

### **2.13.8 Combination Race/Elapsed Time**

VOID

### **2.13.9 Open Distance**

Pilot score =  $\text{TASK VALUE} \times \text{SQRT}(\text{pilot distance} / \text{best distance})$ .

In an Open Distance task, pilot distance shall be calculated as defined by one of the Open Distance Flight Types:

1.Distance with One free Turn Point:  $D1 = \text{Straight line distance from start point to any turn point on the track plus the straight line distance from that point to the landing point.}$

Pilot distance =  $D1 \times 0.9$

2.Open Distance:  $OD1 = \text{Straight line distance from start point to landing point.}$

Pilot distance =  $OD1 \times 1.0$

3.Open Distance along an Axis:  $OD2 = \text{Straight line distance from start point to landing point measured along a pre-defined heading line.}$

Pilot distance =  $OD2 \times 1.0$

4.Open Distance via a defined turnpoint:  $OD3 = \text{Straight line distance from take off to a pre-defined turnpoint plus the straight line distance from the turnpoint to landing point.}$

Pilot distance =  $OD3 \times 1.0$

5.Out and Back:  $OB = \text{Straight line distance from start point to any turn point, then back to the start point.}$

Pilot distance =  $OB \times 1.3$

6.Triangle:  $TR = \text{Straight line distance from the start point to a turn point then to another turn point and then back to the start point. The smallest distance between any 2 points shall not be less than 28% of the total distance.}$

Pilot distance =  $TR \times 1.6$

### **2.13.10 Altitude Points**

Altitude points are bonus distance points for each pilot flying corresponding to the altitude that that pilot was at the time when a task is stopped. See Para 2.6.5

Altitude points may be awarded when a task is Stopped.

Altitude points are not used by default and will only apply if specifically mentioned in the competition specific rules.

Each pilot receives a bonus of distance points equal to the distance they would have achieved with a 1:2 glide in the direction of the task

The maximum altitude points that may be awarded is 10% of the task value.

Alternative methods of calculating altitude points may be briefed by the CO

### **2.13.11 Kilometer Lead Out Points**

Kilometer Lead Out Points (KLO) may be applied on a task by task basis, as briefed during the task briefing and as decided by the task committee.

Note: It is recommended the KLO should be used in combination with FTV

The KLO factor should be set to 0.1 – this means that 10% of the number of points available for a task will be scored via KLO

Note: This is called “Start Weighting” in the “HighCloud” scoring system.

For each km of the speed section portion of the task KLO points will be calculated for the pilot leading the race relative to the course line. These KLO points are awarded regardless of whether the pilot makes goal.

At each km. where the KLO points are calculated, any pilot within 10 mins of the leading pilot (10 min decay) will receive a portion of those KLO points based on a steeply declining curve based on their time behind the leading pilot. Pilots within 1 min of the leader will be awarded significantly better KLO points than the others.

#### **2.13.11.1 10 min decay details**

Extract from the 10 min decay point calculation curve

For example: If 10pts are available to the leader, then if you are behind you qualify for:

30 secs	9.0 pts
60 secs	8.0 pts
120 secs	6.3 pts
180 secs	5.1 pts
300 secs	3.3 pts
540 secs	2.1 pts

## **2.14 Scoring FTV or “All Tasks”**

The Competition Organiser must choose, and announce, before the Competition whether the scoring will be based on “All Tasks” or “FTV”

### **2.14.1 Scoring all tasks**

Final competition scores are a total of each pilots task scores, any penalties included.

### **2.14.2 FTV (Fixed Total Value)**

Fixed Total Value (FTV) is a way of scoring a percentage of "your best flying" in a competition. It is similar to selecting your best X tasks out of a total of Y tasks. But it allows a pilot to include low value tasks they have won, which would may otherwise be discarded in task by task scoring. For FTV, there are two separate concepts that are important for each task:

1. the value of the task
2. how well a pilot flew on each task as a percentage: pilot score / value

To generate a score for a pilot sum the value of each task for the competition and multiply by the given FTV percentage, this is the competition value. This also gives the maximum score a pilot may have:  $\text{sum}(\text{task value}) * \text{FTV}\% * 1000$ . This value defines the maximum amount of value that is included in a pilot's score. This is a similar concept to the number of tasks you might score, but instead of counting each task as "1" count tasks between 0-1 are summed.

To determine a pilot's score:

1. A pilot's scores are ordered by how well they flew (see (2) above) on each task.
2. Scores are then selected from this list until the sum of the value of the tasks included (not the pilot's scores!) for a pilot equals the competition value. note: this may result in a percentage of a task being included in order to match the competition value.
3. The scores of the tasks included for a particular pilot are then summed to get their overall score.

The net effect of this scoring is that a pilot who flies well on bad days can include more of these bad days (low value) in their total score than a pilot who only flies well on good days (high value) and still get the same overall score.

By default the FTV factor should be 75%

## 3 SECTION 3. SAFETY IN COMPETITIONS

### 3.1 Objectives

This section has been separated from the general competition rules to highlight safety considerations with respect to these rules, specifically this section aims:

- To provide a safe and structured series of competitions for pilots of all levels of competition skills.
- To provide a clear understanding of the responsibilities and privileges for competitors and organisers of Paragliding events.

### 3.2 General

Competition flying has some specific and general risks in addition to the normal risks posed by flying a paraglider.

Competitors need to be aware of these risks and act in such a manner as to minimise them.

COs also need to be aware of these risks and act in such a manner as to minimise them.

The additional risks involved in competition flying are based on two main factors:

- Larger numbers of pilots (than is normal in free flight situations) launching at a similar time
- Flying a route (the task) which has been determined by a person(s) other than the pilot.

Risks may also exist to people not directly involved in the competition due to these factors.

### 3.3 Competition Organisers' Responsibilities

The Competition Organiser shall ensure that the following tasks are performed:

Prior to the competition:

- Prepare an emergency plan (see Appendix A)
- Liaise with launch site owners (if applicable)

In addition COs of a PG Open Round shall:

- Notify local emergency services of the general competition format and dates.
- Notify local airports and / or other local air users of expected air space use.

During a PG Open competition COs are to:

- Obtain up to date weather forecasts for use by the task setting committee.
- Provide and maintain a Competition Notice board (see 2.1.2)
- Provide and maintain a Launch Notice board (see 2.5.2)
- Give verbal briefings prior to each task (see 2.5.1)
- Appoint a Launch Director(s) (see 2.3.4) for each flying day and ensure that this person is identified to the competitors prior to the start of the task.
- Ensure the Launch Director has a two-radio and mobile phone to assist with communication at the launch area

In addition COs of a PG Open Round shall:

- Provide a competition pack to competitors (see 2.2.3)
- Organise scoring and flight verification procedures.
- Publish daily task results

On a day to day basis the following tasks may also be required:

- Notify local flight briefing office of any airspace requirements
- Notify local airports and / or other local air users of expected air space use.
- Act as the coordinator for emergency situations
- Other tasks as is found necessary for the safe running of each specific competition

## 3.4 Competitor's Responsibilities

It is the pilot's responsibility to ensure they and their equipment are fit to fly and that their equipment is compatible with the competition requirements.

A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air must be reported to the CO before flying.

Any other requirements as specified by the CO before the competition

### 3.4.1 Collision Avoidance

Circuit, turning and landing patterns given at Briefing shall be complied with, international collision avoidance regulations obeyed and a proper lookout kept at all times.

Each day the CO will nominate a thermal-turning direction within a given km radius of the take-off area. The turn direction and radius are to be announced at the task briefing and written on the task board. Alternatively, a turn direction linked to date may be briefed by the CO at the start of the competition.

A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

A competitor involved in a collision in the air must not continue the flight if the structural integrity of their glider is in doubt.

### 3.4.2 Safety on Landing

As soon as pilots land they must immediately fold or roll up their gliders. A paraglider which has not been gathered up means "I need help".

Any pilot witnessing an accident should inform the CO as soon as possible.

Any pilot who lands safely and does not immediately gather in their wing may be penalised points.

### 3.4.3 Private Property

All competitors and their retrieve drivers are reminded that many landings will be on private property.

Pilots are required to act in such a manner that promotes the continued practice of paragliding in the area:

- All gates should be left as they are found.
- Care should be exercised when crossing fence lines to prevent damage. Use a gate where possible.
- Vehicles should only be driven on marked tracks unless permission to do otherwise has been

obtained from the land owner.

- Land in a position that is well clear of stock.
- Leave no litter at the launch or landing site.
- Landings in crops should not be attempted

Some landowners may have specifically requested that pilots refrain from landing in their properties. A map detailing these areas will be displayed on the Launch notice board.

Landing in one of these areas will attract disciplinary action or a penalty score.

## 3.5 Gliders And Equipment

### 3.5.1 Standard of Equipment

Gliders and equipment provided by the competitor must be of a performance and standard suitable for the event.

The Glider & Harness shall have a valid Warrant of Fitness.

The Glider shall be certified to meet FAI CCC standard or safer and not be modified in any way from the certified model.

Only those Certified Competition Class (CCC) paragliders as specifically mentioned and certified as compliant by the FAI and listed as per FAI regulations (e.g: <http://www.fai.org/civl-our-sport/competition-class-paragliders>), will be accepted at sanctioned New Zealand paragliding competitions.

The CO has the right to refuse any glider not of acceptable standard or configuration. Note that if a glider is used in the competition and is found to have been modified by the pilot, this shall result in immediate disqualification.

The glider shall fly throughout the championships as a single structural entity using the same standard of components as used on the first day.

All gliders must (if required by the CO), be made available at any time during the competition for an acceptance check in the configuration in which they will be flown.

The CO has the right to inspect for airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

### 3.5.2 Protective and Safety Equipment

Every pilot shall fly with:

- an emergency parachute (certified and repacked following the manufacturers repack schedule)
- altimeter
- helmet
- Certified back protection
- UHF radio (see 3.5.8)

### 3.5.3 Preparation for Flight

Before each task, each glider shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable.

### 3.5.4 Flight Limitations

Each glider shall be flown within the limitations of its Certificate of Airworthiness and its manufacturer's published limitations.

Any manoeuvre hazardous to other competitors or the public, including unauthorised aerobatics are prohibited.

### **3.5.5 Changing a Glider during a Competition**

If a Glider is damaged, lost or stolen then the glider may be replaced by an identical make and model, or with one of similar or lower performance with the approval of the CO.

Any major damage shall be reported to the CO without delay and if possible the glider may then be repaired. Any replacement parts must conform to the original certified specifications.

If it is desired to replace the glider with one of higher performance then approval must be granted by a majority at a general pilots' briefing.

If it is desired to replace the glider when it has not been lost or damaged then approval must be granted by a majority at a general pilots' briefing.

### **3.5.6 Glider Identification**

The Make, Model & Colour(s) of the glider flown by each competitor shall be recorded on a pilot list available on the Competition Noticeboard at a PG Open round, or by request to the CO at an RC.

### **3.5.7 GPS**

Lack of availability of a particular navigation system will not be accepted as grounds for complaint or protest.

### **3.5.8 Radios**

All competitors shall carry a UHF handheld radio in the interest of safety. Minimum requirement is 0.5W enabled for NZ channels 1-40. (Note US channels are different frequencies).

The Official safety and/or Retrieval frequencies and channel number will be announced at the initial pilot briefing. Use of this channel for other than official business is not permitted.

Pilots shall be listening in on the Official safety frequency at all times.

Competitors are reminded of the regulations governing the operation of two way radio equipment. All equipment must be operated in accordance with the appropriate regulations. All equipment and/or operators must be appropriately licensed.

### **3.5.9 Ballast**

A competing glider may carry jettisonable ballast only in the form of sand OR water. A pilot must avoid dropping ballast at any time or in a manner likely to disadvantage other competing gliders or enrage the public.

Maximum allowable ballast (including glider and all equipment) is 30kg.

### **3.5.10 Propulsion**

Any means of producing propulsive energy to increase performance is prohibited.

### **3.5.11 Launch Assistance**

Launches should be by foot. An exception to this is the use of aids in the case of a disabled pilot.

Wheelchair launches, for example, are permitted and reasonable assistance may be used during take off.

Assistance in spreading wings and expediting a pilots take off is allowed and recommended.

## 3.6 Launch Areas / Take-off Sites

The setup and launch areas may be controlled by a launch director.

All competitors are to co-operate with the launch director to ensure that launches proceed smoothly & safely.

Competitors who disobey a direction of the launch director will on the first occasion be issued a warning. Subsequent failures to co-operate will lead to penalty points being awarded.

### 3.6.1 Launch Closure

If conditions change and it is no longer possible to safely take off, the launch shall be closed until conditions improve. The closure of the launch is at the discretion of the Launch Director.

### 3.6.2 Free Flyers

It is recognised that most launch areas are on public land or land where it is not legally possible to control people not involved in the competition.

However a reasonable effort should be made to prevent additional pilots (Free Flyers) from launching from the competition launch area when the airspace in front of launch is congested, e.g. during window open time.

Members of the public who are in close proximity to the launch area should also be made aware of the competition launch area boundaries.

## 3.7 Sign In – Sign Out

### 3.7.1 Sign In

For safety reasons, all registered pilots must sign in before launching.

CO's may allow pilots to sign in by text message. This must be briefed before the start of the task.

A list of pilots' names will be available with the Launch Pack for this purpose.

This list must be compared to the list at the report in location at the time of the Report in Deadline.

Failure to sign in for a task will result in the pilot being considered a 'Did Not Fly' (DNF) and will score 0 for the task.

If a pilot is not going to fly due to sickness or any other reason after signing in at Launch, they or their representative must notify the CO or the Launch Director.

If a pilot does not fly due to safety considerations they should state this to the Launch Director or CO when notifying them of their intention not to fly. In this case the points awarded should be equal to that of a pilot flying the defined minimum distance.

### 3.7.2 Sign Out

Sign out is mandatory for all pilots signed in for a task in the competition as per para 2.6.3.2.

A sign-out deadline time will be announced at each task briefing and displayed on the task board.

This deadline will take into account retrieval difficulties and is necessary for the initiation of Search and Rescue operations

Pilots must sign-out by the deadline stipulated in the daily task briefing in a manner briefed by the CO at that task briefing. Only if briefed by the CO before the task will a pilot who has submitted a run report be deemed to have signed out.

If a signed-in pilot fails to sign-out by the deadline the CO will commence preliminary investigations as to that pilot's whereabouts. This may lead to a full scale Search and Rescue operation if the pilot remains missing.

Pilots who cause unnecessary SAR operations by failing to sign-out may be disqualified from the competition

## 3.8 Emergencies

When an emergency occurs, the appropriate emergency service should be notified by phoning 111 as soon as possible.

Once this has been done, the Competition Organiser shall be notified without delay.

It is preferable that this is coordinated by the CO, but individual action should be taken if the CO is not contactable.

Pilots who are flying near a pilot who goes down and is in need of aid MUST provide aid to the limit of their own safety.

Compensation to the assisting pilots score will be at the discretion of the CO with the assistance of the Task Committee. If necessary to ensure unbiased assessment the Technical Delegate shall appoint a separate committee of 3 pilots.

Depending on the emergency it may be necessary to stop or cancel the task.

### 3.8.1 Compensation scores

Factors to consider in assessing the compensation score for a pilot(s) assisting in an emergency shall include:

A: If the competition has more than 3 tasks:

The score should be the equivalent of their average daily scores (expressed as a percentage of the daily winner's scores and determined at the end of the competition and applied against the winner's score for the round) + 10%.

B: If the competition has less than 3 tasks:

- If the pilot is ranked on the NZ ladder with enough previous tasks since entering the ladder such that their combined DMF is greater than 50%, then the score should be their NZ ladder ranking expressed as a percentage of the winner's score for the round + 10%
- If the pilot does not have an established NZ ladder ranking then the average of their last 3 tasks from any previous competition + 10% should be used.

In all cases, the CO should also consider:

- The actual location of the situation (position on course compared to the score as calculated above)
- The position of the pilot in the sky as compared to other pilots flying the task and their results.
- If there is any doubt, the compensation score should err in the pilot(s) favour.

### 3.8.2 Emergency Plan

A template for an emergency plan is provided with the Competition Pack issued to the CO by the PCC.

This is to be completed with reference to the specific competition and a copy provided to each competitor.

A copy is also to be posted on the Launch Notice-board.

### **3.8.3 First Aid Kit**

The PCC has First Aid Kits available for the Competition Organiser to use during a competition.

A First Aid Kit is to be present at the launch area at all times while the launch window is open.

Locations of any other first aid kits should be notified to competitors at the initial briefing of the competition.

It is also recommended that competitors and officials who have first aid training are identified to the other competitors at the initial briefing of the competition.

## 4 NATIONAL LADDER and AWARDS

### 4.1 Objectives

The objectives of the National Ladder are:

- To provide a national ranking list of paraglider pilots;
- To assist with the selection of pilots to participate in competitions where entry is limited;
- To encourage and maintain interest in the competitive aspects of the sport of paragliding and;
- To foster the development of competition skills.

### 4.2 General

Only the following competitions will count towards the ladder:

- PG Open Rounds
- Regional Competitions
- Overseas Leagues
- Nominated International FAI sanctioned competitions

Rankings will be calculated on the 1<sup>st</sup> of each month.

#### 4.2.1 Seeding from previous ladder format

The NZPRS ranking system is effective from 1<sup>st</sup> September 2017.

At this point the ladder was seeded based on pilots score on the previous ladder at that time.

The formula used for seeding was:

New score = (old ladder score - 250)\*0.412

This new score was then divided by four to give four “seed competitions”.

These competitions are then dated as follows, so that devaluation applies to them

Seed Comp 1 = 18 months before seeding

Seed Comp 2 = 12 months before seeding

Seed Comp 3 = 6 months before seeding

Seed Comp 4 = 0 months before seeding

### 4.3 Rules

#### 4.3.1 New Zealand Pilot Ranking System Ladder

Pilots are ranked in order of their NZPRS points, highest to lowest.

NZPRS points are based on the best four results from competitions. These points devalue over time.

#### 4.3.2 Competition NZPRS value

The merit of a competition is reflected in the number of NZPRS points that can be won. This is known as the Competition Value.

There are 3 factors that determine a Competition Value.

Pq (Participant Quality)

Pn (Number of Pilots)

Ta (Number of Tasks)

The formula to determine the value of a competition is:

$$Pq * Pn * Ta * 100$$

#### 4.3.3 Participant Quality (Pq)

Presumption: A competition with maximum quality of participants would be a competition where all the top ranked pilots participated.

To find  $P_q$  we use the last ranking prior to the competition and find the sum of ranking points for the top 1/2 ranked pilots that are entered in the competition. Then we find the sum of ranking points as if those pilots would have been the top ranked pilots of the world. This gives us 1.0 if the top ranked pilots had actually entered and 0.0 if no ranked pilots are entered.

To avoid  $P_q = 0$  for comps with no ranked pilots set a lower limit of 0.2.

$$P_q = P_{\{q\_srp\}} \text{ over } P_{\{q\_srtp\}} * (1 - P_{\{q\_min\}}) + P_{\{q\_min\}}$$

Where:

$P_{qsrp}$  = "sum ranking points of the top 1/2 ranked participants"

$P_{qsrtip}$  = "sum ranking points if they had been the top ranked pilots of the world"

$P_{qmin}$  = "minimum  $P_q$ "

Virtually no competition will get  $P_q = 1.0$ . Top competitions may get between 0.7 and 0.8 and there will be a difference between these.

#### 4.3.4 Number of Pilots (Pn)

$$P_n = \sqrt{\frac{P_{\{num\}}}{P_{\{ave\ 12\ months\}}}} \text{ if } (P_n > P_{\{n\_max\}}) P_n = P_{\{n\_max\}}$$

Where:

$P_{num}$  = number of participants

$P_{ave\ 12\ months}$  = average number of participants in competitions in the last 12 months

$P_{nmax} = 1.2$ , saying that a competition with slightly more than average number of participants is a good benchmark.

Looking at New Zealand paragliding competition data on 01/10/2017 the average number of pilots in PG XC competitions is 37. However since the system does not hold historic data (the initial seeding is taken from the ladder rather than competition data) the first few competitions scored will benefit from an elevated  $P_n$ . This minor aberration will quickly be eliminated as more competitions are scored. The  $P_n$  will then track the changes in competition popularity over time.

Pilots whose NZHGPA membership lapses will be removed from the NZPRS system 6 months after their membership expired.

#### 4.3.5 Number of Tasks (Ta)

One last thing one may consider is the success of the competition ( $T_d$ ), ie was it a fair competition. There are many ways to measure this, none is very objective or

accurate. As competitions in paragliding mostly involve a number of tasks we tend to use this as a measure of success.

Td values for Paragliding XC:

- 1 task: 0.4
- 2 tasks: 0.6
- 3 tasks: 0.8
- 4 tasks: 0.9
- >4 tasks: 1.0

This really means that a Paragliding competition has full value if there are 5 or more valid tasks.

#### 4.3.6 NZPRS Score per Competition

NZPRS Point =  $P_p * P_q * P_n * T_a * T_d * 100$

#### 4.3.7 Pilot Points (Pp)

The value of a person's effort in a competition relative to the other participants is calculated as a curve. The curve is using the pilot quality ( $P_q$ ) so in a competition with high ranked pilots the curve is fairly steep, but in competitions with lower ranked pilots it gets close to a straight line.

$P_q$  has the value of 0.2 to 1.0 based on the rankings of the pilots in the competition. As the formula uses  $P_q$  as power creating a curve and  $P_q$  varies, the curve varies.

So the formula uses the maximum value comparing the value based on the actual  $P_q$  and if this was the highest valued competition with  $P_q = 1.0$ .

$P_p = \max(\{P_{\text{placing}}\}^{(1+P_q)}, \{P_{\text{placing}}\}^2)$

Where:

$P_{\text{placing}}$  is (last place - pilot place+1)/ last place

#### 4.3.8 Time Devaluation

$T_d = 1 / (1 + T_{d\_a}^{(\text{DaysSinceEndOfComp}/1096 * T_{d\_b} - T_{d\_b}/2)})$

This gives an s-curve with x in the range 0 to 1096 (days or 3 years) and y going from 1.0 to 0.0.

$T_{d\_a} = 2, T_{d\_b} = 20$  (changing these will change shape of the s-curve).

#### 4.3.9 Pilot Ranking

A pilot's position on the NZPRS ladder is based on the sum of their best 4 NZPRS results in the last three years.

## 4.4 Overseas Competitions

There are three types of competitions that can be held overseas.

#### 4.4.1 PG Open Round held in Australia

- These are treated the same as a normal competition on the NZPRS system

#### 4.4.2 Overseas Leagues

- Only NZHGPA members who have entered shall be ranked according to their placing in the competition and this ranking shall be counted for the NZPRS system.
- Only NZHGPA member pilots should be counted when calculating the NZPRS formula
- A competition may be nominated as an overseas league only if it has 6 or more NZHGPA member pilots participating
- If a competition is an overseas league then it cannot also be nominated as an FAI Overseas Competition as defined in 4.4.3

#### 4.4.3 Ladder Scoring for Nominated FAI Overseas Comps

- Pilots may nominate a maximum of 2 (two) FAI competitions may be used in any one season (1<sup>st</sup> April – 31<sup>st</sup> March) per pilot.
- If a competition is both an FAI sanctioned competition and a NZHGPA sanctioned competition then it cannot be nominated as a FAI competition to count towards the Ladder
- A pilot must nominate the competitions to be used prior to the competition's first flying day. This notification should be in writing to a member of the PCC. Email or phone messages are also acceptable.

##### 4.4.3.1 NZPRS Formula for Nominated Overseas FAI Comps

The exchange rate is calculated from the average NZPRS score for New Zealand competitions in the last two years divided by the average WPRS score for those same competitions.

$$\text{NZPRS} = \text{NZPRS\_ave over WPRS}_{\{ \text{NZ comp} \}} \text{WPRS\_pp}$$

Where:

- \* NZPRSave = average score on NZPRS for competitions in the last 2 years that are also scored on WPRS
- \* WPRSNZ comp = average WPRS score for the same competitions
- \* WPRSpp = WPRS points of the pilot in the overseas competition

## 4.5 World Championships and other FAI Cat-1 Competitions

As the team is limited in size, the results from the Paragliding World Championships, or other Cat-1 competitions will not count towards the NZ ladder.

## 4.6 Awards

### 4.6.1 Determining the National Champions

#### 4.6.1.1 PGOpen validity for determining champions

If the combined task value of all PG Open rounds is less than 2000 points then the rankings in the NZPRS system (dated at the end of the final PGOpen round) shall be used to determine the National Champion and Female Champion. Class awards (i.e. Fun, Sport and Serial) will not be awarded.

Otherwise, the champions are calculated according to the following sections.

#### 4.6.1.2 When there is one round of the PGOpen

If there is one round of the PGOpen then the scores from this round (whether FTV was utilised or not)

shall be the scores used to determine the champions

#### *4.6.1.3 When there is two rounds of the PGOpen*

When there are two rounds then the following process should be followed:

- FTV effects (if applied) should be removed from the scores for both rounds
- A new FTV factor of 60% should then be applied across all tasks from both PGOpen rounds
- These scores are then used to determine the champions

#### **4.6.2 Eligibility for Championship Titles**

Only NZ citizens or permanent residents are eligible to receive any of the titles listed in this section. In the event that a non-resident or non-citizen meets the qualification criteria then the title and trophy is to be awarded to the best qualified NZ resident or citizen

Only NZHGPA financial members are eligible to receive any of the titles listed in this section.

#### **4.6.3 New Zealand Champion**

The pilot with the highest score according to section 4.6.1 will be awarded the title of NZ Champion.

#### **4.6.4 NZ Female Champion**

The Female pilot with the highest score according to section 4.6.1 will be awarded the title of NZ Female Champion.

#### **4.6.5 NZ Serial Class Champion**

The pilot flying a DHV 2/3 or EN D category wing with the highest score according to section 4.6.1 among other pilots flying wings of the same category shall be awarded the title of Serial Class Champion.

For the purposes of awards, pilots flying CCC gliders will be categorised as 'Serial' class glider pilots.

#### **4.6.6 NZ Sport Class Champion**

The pilot flying a LTF 2 / EN C category wing with the highest score according to section 4.6.1 among other pilots flying wings of the same category shall be awarded the title of Sport Class Champion.

#### **4.6.7 NZ Fun Class Champion**

The pilot flying a LTF 1 / EN A or LTF 1/2 / EN B category wing with the highest score according to section 4.6.1 among other pilots flying wings of the same category shall be awarded the title of Fun Class Champion.

#### **4.6.8 Leo Geary Memorial Trophy**

Awarded to the most outstanding performance in NZ competitions from an up and coming pilot. This award is generally given to pilots with three years flying experience or less, and is only given to NZHGPA member pilots.

The recipient of the Leo Geary Memorial Trophy is selected between the PCC and the current sponsor of the trophy.

#### **4.6.9 NZ Cross Country Champion**

Pilot whose top three cross country flights for the season add up to the most points awarded (see Section 6 of these rules)

#### **4.6.10 Female Cross Country Champion**

Female pilot whose top three cross country flights for the season add up to the most points awarded (see Section 6 of these rules).

#### **4.6.11 Opposite Gender**

If in any season the NZ Champion and / or the NZ Cross Country Champion and / or the National Ladder Champion are Female then the corresponding Female Champion award shall be awarded to the top placed Male pilot and be named "Male Champion".

#### **4.6.12 Personal Best Trophy**

The Personal Best Trophy is particularly aimed at beginner and intermediate level pilots to encourage fun, skill improvement and increased participation in New Zealand Paraglider Flight Competitions.

The PB Trophy is open to NZ pilots that participate in the current annual New Zealand Paragliding Open and fly a Personal Best Open distance.

"Open distance" in NZ is as specified in section 6.6.1 of the rules. Open Distance is the measurement used for Personal Best, regardless of the task type flown in the competition.

A pilot must fly a minimum of 20 kilometres ("Open Distance") in the current Competition in New Zealand in order to qualify for the PB Trophy. Their best competition open distance flight will be measured and compared, in percentage terms, to their previous registered career personal best distance (as stipulated at Competition registration, though this figure may subsequently be verified).

In the event that the 20 kilometre Open Distance requirement is not triggered during the competition then the trophy will not be awarded for that given year.

The pilot with the highest open distance increase, over and above their previous registered Personal Best, in percentage terms, as per the PB Rules, will be awarded the PB Trophy. The PB Trophy will be awarded at the completion of the Competition and will display the winners name and distance flown.

#### **4.6.13 Other awards**

The CO of a PG Open round may award other trophies if approved by the PCC. EG Regional Teams, Rookie Class. The rules for awarding any such trophies must be briefed by the CO before the first task.

#### **4.6.14 Trophy etiquette**

The following rules apply regarding the official national trophies.

- The trophy is not to be removed from New Zealand without the written consent of the PCC
- The trophy should be engraved in a style consistent with previous engravings. This may be arranged by the trophy holder or by a PCC committee member
- Should the trophy holder use their own funds for the engraving then the costs will be reimbursed by the PCC
- The trophy holder is responsible for keeping the trophy in a clean and undamaged state
- Alterations to the trophy, in any form other than the engraving described above, is forbidden without the written consent of the PCC

## 5 NATIONAL TEAMS SELECTION

### 5.1 Introduction

The selection procedures contained in this section are to be followed when it is necessary to select a team that will be representing New Zealand in international competitions where entry is limited and the organiser does not invite individuals to compete.

Examples of competitions in this category are:

- World Championships
- World Air Games
- Pre World Championships
- European Championships
- Trans Tasman Challenge

### 5.2 Timetable

The official selection process begins on the date specified in the qualification criteria of the competition in question or on a date specified by the PCC.

### 5.3 Pilot Consideration

Only pilots who are qualified for the event in question will be considered for selection.

It is the responsibility of the pilot to inform the PCC that they are qualified and wish to be considered for selection.

The PCC holds no obligation to negotiate with the competition organisers regarding the qualification status of pilot, but may do so at the discretion of the PCC.

It is suggested that a pilot to whom a position has been offered should accept or decline the position with 14 days or the pilot may have their offer revoked at the discretion of the PCC. This shall be made clear to the pilot at the time the position is offered.

### 5.4 Team Nomination

A list will be drawn up of all qualified pilots who wish to be considered.

The list will be in order the pilot's NZPRS score at the date of the official start of the selection process.

If there are other qualified pilots who wish to be considered and do not have an NZPRS ranking then they are added to the bottom of the list in order of their WPRS score at the date that the official start of the selection process.

Acceptance of a pilot into a national team is concluded upon the completion of a written contract, if required, with the NZHGPA (see section 5.6

#### 5.4.1 Pilot Qualifications.

A Pilot selected for the NZ Team must:

- be a New Zealand Citizen or a New Zealand Resident
- Be a current full member of the NZHGPA

Have a current FAI sporting license issued by New Zealand

## **5.5 Gender Considerations**

Gender is not considered in team selection unless gender requirements are specified by the organiser of the competition.

In such circumstances, the available positions will be filled by the top ranked pilots of each gender on the national ladder according to the process in para 5.3

## **5.6 Written Agreement with NZHGPA**

Pilots selected as part of a national team may be required to enter into a written agreement with the NZHGPA detailing the responsibilities of all parties, expected behaviour while representing NZ, etc...

Failure to comply with this agreement may result in disciplinary action on return to NZ by the NZHGPA executive.



## 6 CROSS COUNTRY CHAMPIONSHIP

Each flying year a National paragliding cross country championship may be run.

An organiser of this championship (XC Champs organiser) may be appointed by the PCC in April of each year. This appointment shall automatically continue in the following years, until he/she is notified otherwise by the PCC, or he/she informs the PCC of their intention to stand down. If no XC Champs organizer is appointed the competition shall be administered by a member of the PCC.

The flying year shall run from 1<sup>st</sup> April to 31<sup>st</sup> March the following calendar year.

### 6.1 Cross Country Championship Format

A pilot's Cross Country Championship score shall be the total of the score from their three highest scoring flights in one flying year.

Flights shall be scored in one of the following categories with points allocated as defined on the xc competition web site:

<http://www.xcontest.org/newzealand>

The flight will be scored based on whichever criteria gives the highest score

1. Free Flight. ( distance in km)
2. Open Distance ( distance in km x 1.25)
3. Free triangle. ( distance in km X 1.5 )
4. FAI Triangle.( distance in km X 2.0)

The definitions of these types of flight shall be the same as the definitions specified for records in section 6.6 with the exception of "Free Triangle" for which no records are kept.

A free triangle definition is the same as the FAI Triangle definition with the exception that the shortest leg of the triangle does not have to equal the 28% (or greater) of the total distance. This is similar to an OB flight, but the shortest leg of the triangle is included in the total distance.

### 6.2 Sub Classes

At the discretion of the XC Champs organiser, sub classes may be collated and shown as part of the XC Championships. These may include:

- Open
- Male
- Female
- Tandem Class
- North Island
- South Island
- Rookie
- Open distance

## 6.3 Flight Submission and Minimum Documentation

Flight submissions are to be uploaded to the XC website ([xcontest.org/newzealand](http://xcontest.org/newzealand)) within 30 days of the flight, except that all March flights must be submitted by April 5.

Refer to the website for details. The competition website will be notified at the start of each competition season.

### 6.3.1 Basic Details for All Flights.

All submissions are to include:

- the name of the pilot,
- flight date,
- take off site,
- GPS track log.

To submit a GPS tracklog, the pilot shall upload a suitable format file to the nominated website.

### 6.3.2 Flights scoring 75 points and over, or flights claiming a “Record”.

All flights scoring 75 points and over, and those claiming a “Record”, shall be verified with a 3D GPS track-log. IE includes valid height data in the log.

Refer to Section 2.6 for GPS track log validation criteria.

A “record” claim is for either a site record or a national record. If this flight is under 75 points and GPS verification is unavailable it may still be submitted to the XC Champs but it will not be awarded “record” status.

## 6.4 Challenging a flight.

Any flight may be challenged by the XC champs organiser or by any pilot competing in the XC champs.

If a flight is challenged, initially the XC champs organiser or a PCC appointed scrutineer shall obtain and scrutinise the flight documentation.

If the challenging pilot or the challenged pilot is not satisfied with this outcome, a jury will be appointed by the PCC.

The jury’s decision will be final.

### 6.4.1 Validation of Flight

The flight is valid providing that:

- the flight was flown in New Zealand,
- at least 2/3 of the distance was flown inland (thermal flying rather than coastal soaring),
- the Pilot has at least PG2 rating or foreign equivalent,
- the flight complies with NZ Civil Aviation Authority regulations for paraglider flight.
- The appropriate level of evidence is provided to the XC champs organiser (see 6.3)
- The flight has not been challenged under 6.5

By entering a flight into the Cross Country Championships, the pilot confirms that these conditions have been met.

Foreign pilots may enter the competition providing that they have taken out temporary NZHGPA

membership.

Note that the title of NZ XC Champion will go to the best-placed NZ resident pilot.

## 6.5 Cross Country Records

New Zealand XC records may be claimed by submitting the 3D GPS track log or IGC file to the XC competition organizer. These files will be examined and scored separately from the annual online XC competition.

### 6.5.1 Categories

For all task types; start, end and turn points do not have to be specified before the start of the flight. The start and end points of a flight submission do not have to be the flight's take-off and landing points, e.g. a flight's first turn point may be used as the start point, and similarly, the flight's last turn point may be used as the end point.

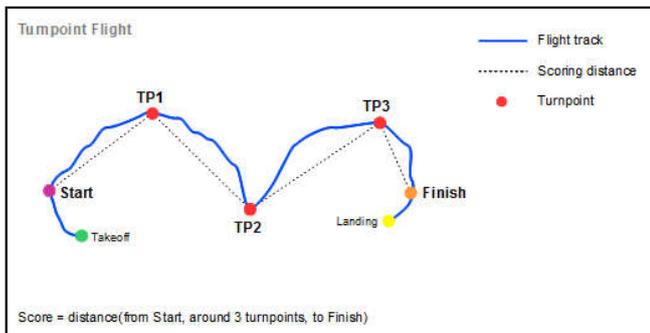
XC records will be kept in 7 categories;

1. Open Distance (OD): Straight line distance from start point to finish point. In other words, the distance between the two furthest apart points on the tracklog.
2. Out and Back (OB): Straight line distance from start point to any turn point, then back to the start point.
3. FAI Triangle (TR): The definition of an FAI triangle shall match the FAI definition at the time of the flight
4. Declared Goal: Open distance from start point to a goal declared before launch. See section 6.6.x for how the declaration must be made.
5. Free distance with 3 turn points (3T): The total distance using up to three turn points. So:
  - Start to turn point 1
  - Turn point 1 to turn point 2
  - Turn point 2 to turn point 3
  - Turn point 3 to Finish
6. Female Open Distance: Open distance flown by a female pilot
7. Tandem Open Distance: Open distance flown on a certified tandem glider with a passenger.

### 6.5.2 Mis-close of OB & TR flights

An OB or TR flight may have a "mis-close" of up to 2% of the flight distance. If the pilot returns to within that "mis-close" distance from their start point at the end of their flight then they shall be deemed to have achieved the OB or TR flight.

**Diagrammatic examples of Open and Distance and XC Distance flight measurements:**



### 6.5.3 Minimum increase in flight performance

In order to break an existing distance record, for the purpose of these regulations, the new distance must be at least 1% longer than the previous record if the flight is under 100km, or at least 1km longer than the previous record if the flight is over 100km

### 6.5.4 Declaration method.

The goal of a Declared Goal record flight must be declared before launch in one of two ways:

#### 6.5.4.1 Method 1.

Declared as the goal of a task of a NZHGPA-sanctioned paragliding competition, as documented on the competition task board (before launch), and witnessed by the task committee of the competition

#### 6.5.4.2 Method 2

Declared in the manner that is currently accepted for national paragliding declared goal records, as documented in the Records and Badges section of the current FAI Sporting Code of the Fédération Aéronautique Internationale (FAI).

### 6.5.5 Goal cylinder.

The declared goal shall be a cylinder defined by the longitude and latitude coordinate of its centre and a radius. The radius of the declared goal cylinder must not exceed 1 km.

### 6.5.6 Site Records

Separate records for each recognized inland site may be claimed in categories 1, 2 and 3 (Open Distance, Out and Back and FAI Triangle) at the discretion of the PCC