



New Zealand Paragliding Competition Rules

Version 22 – July 2020

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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 developing competition and expertise in the sport. These rules act as a guide for competing pilots and competition organisers in the organization and conduct of New Zealand paragliding competitions.

Any suggestions for changes to this manual are welcome and should be made to the PCC in writing, such as by email to nzhgpapcc@googlegroups.com.

1.2 Changes to these Rules

The PCC has the authority to alter and update these rules.

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 may be notified to the NZHGPA executive

1.3 Aims of the NZHGPA Competition 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 Competition 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 31st March and begin on the 1st April each year.

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 may 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.

Regional Competitions are designed to introduce newer pilots to Competitions so that they become familiar with competition format and conduct in a structured, fun and safe environment. RC's provide training and are a feeder for PG Open rounds.

PGOpens are normally a higher level of competition to RC's and, although they are open to all levels of pilots, they are designed to ascertain the New Zealand champions and optimize, encourage and promote NZ pilots to compete to a world standard in order to qualify for world championship events.

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.

All 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 months notice is required from the Competition Organiser for the dates of a PG Open round.

A minimum of 4 ½ days (e.g. 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, but 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
- 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

A RC must have a minimum of 6 competing pilots.

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

Every competition will charge a levy per each competitor that pays the full competition entry fee.

With effect 1st April, 2021 the levy amount for a RC will be \$5. The current levy of \$15 for a PG Open remains the same (Levies are inclusive of GST).

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 scorer must not be the Competition's Technical Delegate.

The Competition Organiser is responsible for briefing the competitors on the process for submitting track-logs. 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/tracklog scoring 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. 2.4.6) 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. 2.4.6 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 by reference to the NZPRS and may be 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.

Each competitor may be required to present or complete a:

- Proof of identity
- Proof of NZHGPA membership
- Satisfactory evidence of glider airworthiness
- Proof of valid insurance as detailed
- 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. Pilots should download these files onto their GPS's prior to the first task.

2.3.1 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 committees
- 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 the pilot's 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.

2.3.2 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 pilot's 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
- 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.

2.4 Committees, Elections and Officials

2.4.1 Task Committee

A three person task committee is to be appointed by the members at the first competition briefing for the purpose of creating an optimal competition task on each flying day. See Para: 2.6.1.

2.4.2 Protest Committee

A three-person Protest Committee will be appointed by the Technical Delegate as soon as possible once a protest has been submitted in writing to the CO. If there is no conflict of interest, the Safety Committee may be used. The TD will preside over the protest discussion.

Refer para 2.12.

2.4.3 Safety Committee

A Safety Committee of three pilots is required for all competitions.

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

2.4.4 Meet Director

The CO may delegate some or all 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.

2.4.5 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 and 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.

2.4.6 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 in accordance with these rules.

The Technical delegate must not be the scorer.

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 its route
- Whether the task should involve KLO or not
- If a goal is set, then 30% 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
- Actions in the event of a failed launch.

Launch shall normally be declared open not less than 15 minutes after the pre-flight briefing has finished, however, to reduce congestion, at the discretion of the task committee and the CO, pilots may launch early after the task briefing is complete. The CO is to brief this at the task briefing highlighting considerations if there is a changed task.

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 (distance & no. of pilots)
- Description of Goal and finish line
- Launch Window open and close times
- 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
- Tracklog submission 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).

2.6.3.2 Sign - In

A Sign-in sheet and writing instrument (e.g. pen) shall be placed with the Launch Pack and be available for completion by each registered pilot prior to each task launch.

Note: 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.

See Section 3.7.

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* (whichever is greater) flying 10km.

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 a task or require the task committee to 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 if there is unavoidable danger to the pilots, the public or property.

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 2.6.6.3) 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.

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. These pilots are eligible for lead outpoints.

2.6.6.2 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 and lead-out points, unless briefed otherwise by the CO before the task.

2.6.6.3 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 and lead-out 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
- The pilot shall forfeit all Lead Out 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 complete track log, recorded on a GPS compatible with the scoring system.

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 deadline.

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

Pilots must submit their GPS tracklog, 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 tracklog by this deadline they may contact the CO and arrange for a time extension. An unauthorized late tracklog submission may incur penalties.

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

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

To be considered as 'continuous', 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 10 seconds or less from its predecessor
- The track-log must include valid and continuous altitude information

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 area as defined by the CO at a general briefing.

2.7.2 Backup GPS

A pilot may use multiple GPS's for flight verification and backup.

The Competitor must choose a primary instrument to use for the purpose of scoring. No more than two complete tracklogs will be scrutinised in a pilot's attempt to obtain the most favourable result.

2.7.3 Airspace Infringements

Vertically: Airspace is defined using height above Mean Sea Level (AMSL) height based on the barometric altitude using the appropriate QNH for the location and time of day.

Pilots are required 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 altitude on the flight instrument being used to verify the flight.

Modern GPS loggers can record both barometric and GPS altitudes.

FAI approves the use of GPS altitudes for Cat2 competitions. Primary flight verification will be done using GPS altitude. There will be no tolerance either vertically or horizontally.

A competition organiser may establish prohibited airspace that differs from legal airspace as needed, and this airspace shall be treated as the official airspace for the competition with the same penalties.

In any dispute the pilot will not be penalised if they demonstrate they did not infringe the barometric altitude airspace limit.

In any dispute the pilot will not be penalised if they demonstrate they did not infringe the legal lateral airspace boundary.

2.8 Turnpoints

A turnpoint is awarded if the track log confirms a cylinder edge crossing. Cylinders will have a 0.1% or 5m tolerance, whichever is greater.

The track log must also have least 2 minutes of data prior to and after the crossing.

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 preflight checking 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 they must launch as soon as possible. Launch window open time is predicated on each pilot having 2 minutes to layout, check, then take-off after they have entered the take-off area. 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

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 and 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 as per 2.11.4.

Each pilot is to ensure that they are Signed In to the competition before launching for each task.

See Section 3.7.

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 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 to expedite a pilot's take off is allowed and recommended.

2.9.5 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.

2.9.6 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.

Each time the launch window is closed it must be notified to the launch area.

When the launch window is finally closed for the day it must be also announced on the competition frequency.

2.9.7 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 except when the final launch window close time, as briefed, has been reached.

2.9.8 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 cannot 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.

2.9.9 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.

2.9.10 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.

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.

2.10 Goals

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 Line is a virtual half-circle where the straight edge is perpendicular to the course line and the semi-circular line is on the opposite side of the straight line to the final inbound leg of the task.

The track log must also have at least 2 minutes of data prior to a goal.

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 delineated by an 'End of Speed' section This is a safety issue that ensures that pilots do not come into goal at speed close to the ground.

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

2.10.2 Free Flying Following Overflight of Goal

Pilots can overfly the Goal if:

- They sign out before the sign out Deadline.

A pilot may sign out by following the process briefed by the CO.

2.10.3 Goal Deadline and Last Task Time

The goal deadline and last task time hold the same meaning. They shall be announced at the task briefing and displayed on the task board. If a pilot is still flying at this time, then their score shall be calculated based on their tracklog up to the Last Task Time.

2.11 Unsporting Behaviour

Cheating or unsporting behaviour, including falsification of documents, use of forbidden equipment or repeated serious infringements of rules should result in disqualification.

Aggressive or threatening behavior is considered unsporting and can lead to disqualification.

2.11.1 Cloud Flying

Attention is drawn to the NZHGPA OPM Para: 5.5.11 re VFR rules for PG.

Flying in cloud is not permitted. Penalty points apply.

Where inadvertent cloud flying occurs, a pilot may escape penalty by taking action to negate any advantage that may have been gained.

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

Disputes regarding cloud flying are to be resolved when infringements are noted by any Competition Official or at least two independent pilots.

The infringing pilots track log may be checked and must show that they have received no advantage before continuing off in the task direction.

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. Penalties may be in the form of warnings, point deductions or disqualification.

2.11.3 Penalties on Cancelled Tasks

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

The only exception to this is the penalty for failure to sign in.

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:	500 points
Other dangerous flying:	500 points
Failure to sign in before launch:	500 points
Failure to sign out on time:	500 points
(with possible disqualification from comp & payment of SAR costs at COs discretion)	
Failure to submit tracklog by deadline with no acceptable reason:	Zero for task
Flying in a restricted air space:	Zero for task
Landing in a prohibited zone:	Zero for task
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 marshal:	300 points
Turnpoints incorrect:	distance points to the last correctly documented point.
Landing point not verifiable:	distance points to the last correctly documented point.
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. They are not scaled based on task value.

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 a competitor to request a correction. This complaint must be made to

the CO within two hours of the announcement of provisional results at a pilot briefing.

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 two 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. The TD will oversee the protest discussion.

If the protest is upheld the fee will be returned.

Any decisions of the protest committee are final.

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.

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

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 e.g flying in cloud, airspace violations, aggressive flying etc. This complaint must be followed up with the CO after the task has finished.

2.13 Competition Scoring and Task Value

The PCC will arrange a scorer and scoring program for each Regional Competition. Competition Organisers' are responsible for organising a scorer and verifying scores at a PG Open.

The Scorer may fly in the competition.

The Competition Organiser is responsible for managing the report- back progress and delivering task details to the scorer as soon as possible after each task.

Task scores are to be considered provisional until they are announced by the Competition Organiser that they are final. The CO is to confirm the task results as final as soon as possible as this may impact on some pilot's tactics if they don't know their placing in the competition.

The CO, or the Scorer, is to provide an update on provisional scores at each morning brief.

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:

- Launch Validity (LV)
- Distance Validity (DV)
- Time Validity (TV)

TASK VALUE = LV x DV x TV x 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 3km).

2.13.3 Distance Validity

Maximum Value 1.2

$P = \frac{\text{The number of registered pilots that signed in for the task, whether they flew the task or not}}{\text{Average Distance of Top 90\% of P}} / \text{Nominal Distance}$.

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: **40 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. Regional competitions are intended to allow first time competition pilots a chance to learn. This should not adversely affect the top pilot's 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 can be greater than 1.0 to compensate for lower distance validity.

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

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 $TV = 1$

2.13.5 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.

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.

2.13.6 Minimum Distance

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

Minimum distance shall be fixed at 3.0 km unless briefed otherwise.

2.13.7 Race to Goal

A competitor's 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, or line, prior to the goal. Max Distance points = $(1 - 0.6 \times \text{SQRT}(\text{number at goal}/\text{number who flew})) \times \text{TASK VALUE}$ 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 = pilot time points + pilot distance points + KLO points if applicable

2.13.8 Elapsed Time

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

Max Distance points = $(1 - 0.6 \times \text{SQRT}(\text{number at goal}/\text{number who flew})) \times \text{TASK VALUE}$ 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 = pilot time points + pilot distance points + KLO points if applicable

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:

2.13.9.1 Distance with One Free Turn Point

D1 = 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 = $D1 \times 0.9$

2.13.9.2 Open Distance

OD1 = Straight line distance from start point to landing point. Pilot distance = $OD1 \times 1.0$

2.13.9.3 Open Distance Along an Axis

OD2 = Straight line distance from start point to landing point measured along a pre-defined heading line.

Pilot distance = $OD2 \times 1.0$

2.13.9.4 Open Distance via a Defined Turnpoint

OD3 = Straight line distance from take off to a pre- defined turnpoint plus the straight-line distance from the turnpoint to landing point.

Pilot distance = $OD3 \times 1.0$

2.13.9.5 Out and Back

OB = Straight line distance from start point to any turn point, then back to the start point.

Pilot distance = $OB \times 1.3$

2.13.9.6 Triangle

TR = 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 1:4 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

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”.

2.13.12 Scoring All Tasks

Final competition scores are a total of each pilot’s task scores.

2.13.13 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 may otherwise be discarded in task by task scoring. For FTV, there are two separate concepts that are important for each task:

- the value of the task
- 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:

- A pilot's scores are ordered by how well they flew (see (2) above) on each task.
- 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.
- 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.

The FTV factor will be 75% unless briefed otherwise prior to the first task.

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 competition pilots of all levels.
- To provide a clear understanding of the responsibilities and privileges for competitors and competition organisers.

3.2 General

Competition flying involves risks in addition to those normally posed by flying a paraglider. Competitors need to be aware of these risks and act in a manner which minimises them. COs need to be aware of these risks and act in such as manner which minimises 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 Organiser Responsibilities

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

- Prepare an emergency plan
- Liaise with land owners
- 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 the competition:

- Obtain up to date weather forecasts for use by the task setting committee
- Provide and maintain a competition notice board
- Provide and maintain a launch notice board and/or task board
- Give verbal briefings prior to each task
- Appoint a Launch Director (if required) for each task and ensure that they are identified to the competitors prior to each task
- Ensure the Launch Director has a two-way radio and mobile phone.

In addition, COs of a PG Open round shall:

- Provide a competition pack to competitors
- 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

Pilots are responsible to ensure they and their equipment are fit to fly. Medical advice must be sought where injury, drugs or medication affect the pilot's performance in the air.

A pilot's equipment must be compatible with the competition requirements.

Any other requirements as specified by the CO before the competition

3.4.1 Collision Avoidance

Circuit, turning and landing patterns briefed shall be complied with. Collision avoidance rules must be adhered to and a proper lookout must be kept at all times.

Each day the CO will nominate a thermal-turning direction within an area around launch. The turn direction is to be announced at the task briefing and written on the task board. A turn direction is commonly linked to the date.

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

Pilots must gather their gliders as soon as possible after landing. A paraglider which has not been gathered up means "I need help". Failure to do so may result in penalty points

Any pilot witnessing an accident should inform the CO.

3.4.3 Private Property

All competitors and their retrieve drivers are reminded that landings may 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 landowner.
- Land in a location 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 requested that pilots refrain from landing in their properties. These areas must be identified in the task briefing.

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.

Each glider and harness shall have a valid Warrant of Fitness in accordance with NZHGPA rules.

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
- Satellite trackers (for PG Opens).

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 that 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 and colour 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 Radios

All competitors shall carry a serviceable UHF handheld radio. The minimum requirement is 0.5W enabled for NZ channels 1-40. (Note: US channels are different frequencies).

The official safety and/or retrieve frequencies, and channel number, will be announced at the initial pilot briefing. Use of these channels for other than official business is not permitted by competitors.

Pilots shall monitor the official safety frequency at all times whilst in flight.

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

3.5.8 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards. Weight can be measured at take-off or landing at the request of the organisers. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

3.5.9 Propulsion

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

3.6 Launch Areas

Refer: Section 2.9

3.6.1 Free Flyers

Most launch areas are on public land or land where it is not possible to control people not involved in the competition.

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 be made aware of the competition launch area boundaries.

3.7 Sign In – Sign Out

3.7.1 Sign In

The number of pilots signed in to fly for a competition is one of the criteria for the scoring calculation. It forms the basis on which search and rescue needs will be determined at the end of each task. All registered pilots intending to fly in the competition must sign in before launching.

- A sign-in sheet and writing instrument (e.g. pen) shall be available for completion by each pilot prior to their launch.

An alternative sign in procedure may be briefed. This is likely where launch is ordered.

- A list of pilots' names will be available during tasks.
- The sign in and sign out list must be compared after each task to confirm all pilots are safe. Penalty points apply for pilots that fail to sign in or out.

If a pilot chooses not fly due to safety considerations they should state this to the launch director or CO (for passing to the scorer) when they sign out. 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, irrespective of whether they flew.

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

- 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 correctly submitted a track-log will be deemed to have signed out.
- Penalty points apply when a pilot fails to sign out by the deadline. A pilot may receive a reduced penalty if mitigating circumstances were present.

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

- Pilots who cause unnecessary SAR operations may be disqualified from the competition and /or be required to pay for Search and Rescue costs.

3.8 Emergencies

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 Emergency Plan

A template for an emergency plan will be 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 to be available on launch.

The emergency plan must outline the steps to be followed in emergencies. This must include the notification to the CO or a designated safety coordinator.

Emergency service should be notified by phoning 111 as soon as possible following an emergency.

Upon observing a pilot in difficulty, in the first instance, pilots are responsible for ensuring their own wellbeing. Where possible, pilots then have a responsibility to provide assistance to the pilot in difficulty, CO and rescue coordinator.

3.8.2 First Aid Kit

The PCC has First Aid Kits available for use during competitions. A First Aid Kit is to be kept at launch while the launch window is open. Locations of any other first aid kits should be notified to competitors.

Competitors and officials who have first aid training are encouraged to be identified at the initial briefing.

3.8.3 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 3 or more 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 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.

4 The NZPRS and AWARDS

4.1 Objectives of the New Zealand Pilot Ranking System (NZPRS)

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

The objectives of the NZPRS is to:

- Provide a national ranking list of paraglider pilots;
- Assist with the selection of pilots to participate in competitions where entry is limited;
- Assist with the selection of World Championships team representatives;
- Encourage and maintain interest in the competitive aspects of the sport of paragliding and;
- Foster the development of competition skills.

4.2 General

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

Only the following competitions will count towards the NZPRS:

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

Rankings will be calculated on the 1st of each month.

4.3 Rules

4.3.1 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.

- P_q (Participant Quality)
- P_n (Number of Pilots)
- T_a (Number of Tasks)

The formula to determine the value of a competition is:

$$\text{Competition Value} = P_q * P_n * T_a * 100$$

4.3.2 Participant Quality (P_q)

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.

$$P_q = \frac{P_{qsrp}}{P_{qsrtsp}} * (1 - P_{qmin}) + P_{qmin}$$

Where:

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

P_{qsrtsp} = "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.

4.3.3 Number of Pilots (P_n)

$$P_n = \sqrt{\frac{P_{num}}{P_{ave24month}}}$$

if ($P_n > P_{nmax}$) $P_n = P_{nmax}$

Where:

P_{num} = Number of participants

$P_{ave 24 month}$ = Average number of participants in competitions in the last 24 months (excluding FAI Sanctioned Overseas competitions)

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

4.3.4 Number of Tasks (T_a)

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.

T_d 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.

4.3.5 NZPRS Score per Competition

$$NZPRS\ Points = P_p * P_q * P_n * T_a * T_d * 100$$

4.3.6 Pilot Points (P_p)

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 $P_q = 1.0$.

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

Where:

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

4.3.7 Time Devaluation

$$Td = \frac{1}{1 + Td_a \left(\frac{DaysSinceEndOfComp}{1096} \right)^{Td_b - \frac{Td_b}{2}}}$$

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. $Td_a = 2$, $Td_b = 20$ (changing these will change shape of the s-curve).

4.3.8 Pilot Ranking

A pilot's position on the NZPRS system 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
- A Competition that is sanctioned Cat2 by the FAI may not be nominated as an Overseas League. Pilots are encouraged to declare it using the rules in section 4.4.3.

4.4.3 NZPRS Scoring for Nominated FAI Overseas Comps

For this section of the rules the abbreviation FOC will be used to refer to an overseas competition that is sanctioned Cat2 by the FAI and is not sanctioned by the NZHGPA PCC (thus, not an overseas league).

It is the duty of the pilot to inform the PCC (preferably by email but other forms of communication may be accepted) that they wish for their score from an FOC to be counted towards their NZPRS score. There is no limit on how many FOCs a pilot can inform the PCC about.

It is also the duty of the pilot to inform the PCC (preferably by email but other forms of communication may be accepted) that the WPRS score from the event has been published, and that it is thus ready to be scored on NZPRS.

- X is the maximum number of FOC that can apply towards a pilot's NZPRS ranking. Note that this is a fixed limit, not a limit per season.
- X = 2
- Z is the maximum amount of time, in months, that a pilot has to inform the PCC about the event since the publication of the WPRS points for the competition.
- Z = 2

If a pilot informs the PCC about a competition more than Z months after the publication of the WPRS scores for the competition, then these results will not be counted.

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 their NZPRS ranking.

4.4.3.1 NZPRS Formula for Nominated Overseas FAI Comps

The exchange rate is calculated as the average NZPRS *competition value* for New Zealand competitions in the last two seasons, divided by the average WPRS competition value for those same competitions. The exchange rate is calculated by the PCC following the end of each season and will be published on prs.nzhgpa.org.nz thereafter. The exchange rates of previous seasons will also be listed, for reference.

If a competition spans two seasons (i.e. begins in one NZ season but the WPRS results are published in the next season) then the applicable date is the date of the publication of the WPRS results, regardless of when the actual competition took place. This determines which season's exchange rate applies and which season the competition should be counted in for determining the factors described below.

The formula, below, determines how many NZPRS points a pilot is awarded for flying a FOC

$$NZPRS = \frac{NZPRS_{ave}}{WPRS_{NZc}} WPRS_{pp}$$

Where:

NZPRS_{ave} = average NZPRS competition value for competitions in the last 2 years that are also scored on WPRS

WPRS_{NZ comp} = average WPRS competition value for the same competitions

WPRS_{pp} = 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 NZPRS system.

4.6 Awards

4.6.1 Determining the National Champions

4.6.1.1 PGOpen validity for determining champions

Commonly in New Zealand there may be just one or even two rounds of the PG Open each year.

If the combined task value of all PG Open tasks (in one round) or for both 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 just one round of the PGOpen then the score from this round (whether FTV was utilised or not) shall

be the score used to determine the champions

4.6.1.3 When there are 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 of 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

The 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

The 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 top pilot on NZPRS 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 requirements 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).

Positions for the comp will then be offered to the pilots in the order of the list until all the positions are filled. If, after accepting a position, a pilot can no longer attend then the PCC will continue to offer the position to pilots by moving down the list.

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
- Have flown in an FAI Cat2 Comp that is sanctioned by the NZHGPA PCC within 36 months before the date that is the start of the selection process.

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 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 1st April to 31st 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

- Free Flight (distance in km)
- Open Distance (distance in km x 1.25)
- Free triangle (distance in km X 1.5)
- 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 6.5 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://www.xcontest.org/newzealand)) within 30 days of the flight, except that all March flights must be submitted by 5th April.

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. i.e.: includes valid height data in the log.

Refer to Section 2.7 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 6.4.

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 a 3D GPS track log (IGC file) to the NZ Records keeper or the PCC. These files will be examined and scored separately from the annual online XC competition.

The written submission must include a declaration such as: “To the best of my knowledge, this flight has been conducted in accordance with the Rules and guidelines of the NZHGPA OPM and NZ Civil Aviation Regulations for paragliding especially in regards to altitudes, airspace and cloud flying.

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;

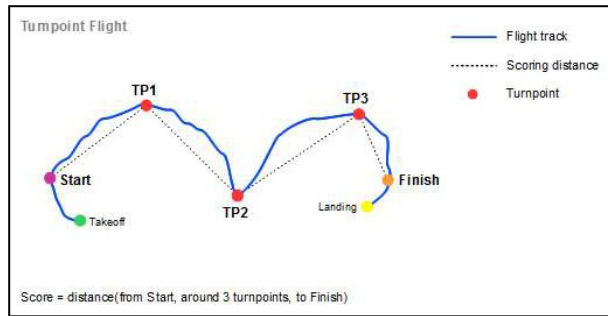
- Open Distance (OD): Straight line distance from start point to finish point. In other words, the distance between the two furthest apart points on the tracklog.
- Out and Back (OB): Straight line distance from start point to any turn point, then back to the start point.
- FAI Triangle (TR): The definition of an FAI triangle shall match the FAI definition at the time of the flight
- Declared Goal: Open distance from start point to a goal declared before launch. See section 6.5.4 for how the declaration must be made.
- 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
- Female Open Distance: Open distance flown by a female pilot
- 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.