

NZHGPA Hang Gliding Competition Rules

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SECTION 1. INTRODUCTION

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1.1 General

This competition manual is produced and updated by the Hang Gliding Competitions Committee (HGCC) in the interests of fostering development in the competitive elements of our sport and as a guide for competing pilots and competition organisers in the running of New Zealand hang gliding competitions. Any suggestions for improving this manual are very welcome and should be made to the HGCC. Contact details are in Airborn.

1.2 Changes to these rules.

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

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

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

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

1.3 Aims Of The NZHGPA Competitions System

To provide a safe and structured series of competitions for pilots of all levels of competition skills.

To achieve and maintain, for New Zealand pilots, a high standard of competitive performance at international competitions.

To provide a clear understanding of the responsibilities and privileges for competitors and organisers of Hang Gliding events.

To provide a framework upon which the competitive aspects of hang gliding can be administered and allowed to develop.

To determine the NZ Open 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 Hang Gliding Competitions Committee (HGCC)

Within the NZHGPA a Hang Gliding 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 HGCC at any time and discharge their responsibilities directly.

1.4.1 Selection/ Election of the Hang Gliding Competition Committee

The HGCC may be appointed by the NZHGPA executive committee.

In the absence of an appointment by the executive committee, the HGCC may be elected by NZHGPA members during a HG Open Championship competition 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 HGCC may be requested to make a presentation to the pilots of their ideas and directions for the sport of Hang Gliding in New Zealand.

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

1.5 Competition Format

NZHGPA Hang Gliding Competitions will be held each summer season (defined as running from 1 October to Easter inclusive).

There will be two levels of Hang Gliding Competition: HG Open & Regional Competitions.

The HG Open shall consist of up to two rounds each season. Under normal situations, the H.G. 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 HG Open if there was only one round of the HG 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 will be club based competitions, with each recognised NZHGPA club able to run a maximum of 2 RCs each season. These 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 by different clubs but one club must be in the south Island and the other in the north Island.

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

Ladder: All tasks at the HG Open will count towards the ladder. Each pilot will count 4 tasks from RCs towards their ladder score. Refer Section 4 of these rules.

1.5.1 Notification of HG Open Rounds

There will be a minimum of 2 month's notice of a HG Open Round.

1.5.2 Notification of Regional Competitions

Dates for a RC shall be notified by the Competition Organiser a minimum of 4 ½ days (eg Monday evening for following Saturday) prior to the first briefing. Note earlier notification is possible.

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

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

1.5.3 Notification Methods

Notification for RCs and the HG 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 HG 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 & contact phone number of the Competition Organiser (who may also be the CCC)
- Time & location of the first briefing
- Probable sites to be used for the competition
- Format for the competition (Standard or XC only)
- Entry requirements
- Cost

1.5.4 Number of competing pilots

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

A maximum number of pilots participating in an RC or an HG Open competition may be set by the Competition Organiser, the CCC or the HGCC and will be included in any notice of the event.

1.5.5 Competition Levy

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

The levy amount is as follows:

2016/17 \$11

2017/18 \$12

2018/19 \$13

2019/20 \$14

2020/21 and onwards \$15

The levy forms part of the Hang Gliding Competition Fund and is administered by the HGCC 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 HGCC.

The Hang Gliding Competitions Fund is currently administered by the NZHGPA.

1.6 Selection Of Competitions

1.6.1 HG Open

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

The locations and dates of the following season's events will then be decided by the HGCC 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 HG 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 HG Open rounds between seasons.

If, in a year when two HG 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 competition.

If there is still a vacancy for the HG 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 HGCC and each club can be notified at least 2 months before the competition starts.

1.6.2 Regional Competitions

Regional Competitions may be run by each member Club of the NZHGPA. The Competition Organiser shall be nominated by the club and approved by the HGCC. Their contact details published with the notice of the RC.

1.7 Regional Competition Scoring

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

The Competition Organiser is responsible for briefing the competitors on the run report process, managing the report in procedure and delivering task details to the scorer by 9.30pm each day, preferably earlier.

Preliminary results should then be available by 8.30am the next day.

Note that for the HG Open competitions, scoring and verification is the responsibility of the Competition Organiser to organise.

1.8 Competition Organisers

The Competition Organiser (CO) is defined as:

the person (or club) who submits a bid to hold an HG Open Round to the HGCC.

Or

the person notified as the contact for an RC as given in Section 1.5.3 above

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

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

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

Section 2. COMPETITION RULES

2.1 GENERAL

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2.1 General

2.1.1 Competition Specific Rules

The Competition Organiser may 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 HGCC and published on the NZHGPA website at least one month prior to the Competition.

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

- Competition Entry Requirements
- Rest Day Policy

- Penalty types & values
 - Launch Order Queuing Systems
 - Speed Section not at Goal time points policy
 - GPS scoring system
 - Run report system
 - Sign In / Out System
 - Altitude Points
 - Penalty Points
 - GPS altitude tolerances if different
 - Re-flight 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. Refer to the relevant sections of these rules for details.

2.1.2 Interpretation and Exceptions

Exceptions to the rules are not allowed when the rules are definite and feasible. If compliance is not feasible, the Technical Delegate 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 HGCC (Refer

para 2.3.4) 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.

2.1.3 Competition Noticeboard

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

- List of all pilots entered, glider make, model, colour and pilot number.
- Official rules (plus amendments & additions).
- Latest pilots results.
- Latest weather forecast.
- Next briefing time & place
- Applicable Airspace Maps
- Map showing waypoint locations (if any)
- A copy of the Emergency Plan (see Appendix A)
- radio frequencies used by the Competition organiser for safety broadcasts
- Contact phone numbers for Report In, SAR & 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.

2.1.4 Competition Briefings

A General Pilots Briefing shall be held at the start of each competition day & at the start of each task. The first competition briefing should include (but is not limited to) the following:

- Election of a safety & task committee (See 2.3 & 2.5)
- The location of the copy of the Official rules of the competition
- Any special information relating to the local flying area and competition sites
- Vehicle retrieval routes if any
- Any specific emergency plan requirements including but not limited to, visual “I need help” signals, Sign in / Report in systems, contact phone numbers of officials etc
- That it is always the pilots personal decision whether or not to launch and fly the route
- That the scoring system makes allowance for safety decisions
- The time and location of the next briefing

2.2 Competition Entry

2.2.1 Pilot Acceptance

Unless specified otherwise by the Competition Organiser in consultation with the HGCC, Pilot entries shall be accepted on a “first come, first served” basis. Intending competitors must register prior to the registration deadline. Late entries shall only be allowed at the discretion of the Competition Organiser. See Appendix B for a suggested Entry Form format.

2.2.2 Pilot Qualifications

The competition is open only to those pilots who comply with the requirements in Section 3.4 & 3.5. 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.

2.2.3 HG Open Competition Pack

The Competition Organiser at a HG Open Round shall provide printed copies to all competing pilots of the following information:

- Maps of the flying areas, preferably with waypoints and airspace control areas marked.
- waypoint List with lat/long, NZTM coordinates & altitudes of all launch sites,
 - A copy of the Emergency Plan (see Appendix A)
 - radio frequencies used by the Competition organiser for safety broadcasts
- Contact phone numbers for Report in, SAR & local emergency services

2.3 Committees, Elections and Officials

2.3.1 Task Committee

2.3.2 Protest Committee

Refer para 2.10

2.3.3 Safety Committee

A Safety Committee is only required for HG Open rounds.

A three person Safety Committee may be appointed by the CO at the first competition briefing. Their responsibility is to assess flying conditions and the task with a particular focus on safety issues, and liaise with the Task Committee and the CO as required. A simple majority of this committee has the power to stop or cancel a task at any time if conditions are or become unsafe. Refer para 2.5.5

2.3.5 Meet Director

The CO may delegate some or all of their tasks to a “Meet Director”. The areas of responsibility of the Meet Director shall be clearly defined to competitors at the initial competition briefing. Where CO is used in this document, read “CO or Meet Director” where one has been appointed under this clause.

2.3.6 Launch Director

A Launch Director is only required for HG Open rounds.

The CO shall appoint a Launch Director for each task. In the absence of such appointment, the CO shall be the Launch Director. The Launch Director’s responsibility is the efficient & safe controlling of the launch area whilst competitors are launching . The Launch Director must remain at the Take Off area until all competitors have taken off, or until the Window is closed.

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

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

2.4 Rest Days (HG 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

2.5 Tasks

2.5.1 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
- Forecast weather
- Unavoidable local hazards
- Sensitive local landing areas
- Land-by deadlines

- Skill level & experience of competitors
- Ideally, the task increases in difficulty along it's route
- If a goal is set, then 25% of competitors making goal is ideal.

The Competition Organiser and Safety Committee may listen to the discussion of the Task Committee whilst the task is being set and should only interfere 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.

2.5.2 Task Briefing

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

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

- a verbal summary of all the points on the Task Board.
 - A reminder of the need to sign in before launch.
 - Sensitive areas along a task route.
 - The launch procedure and launch areas available
- If applicable it shall also include:
- the allotted time for each competitor to launch
 - actions in the event of a failed launch

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

2.5.3 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 available during the launch window:

- Task Board
- Competition Map
- Written copy of the rules
- Pilot list for Sign in
- Emergency Plan
- First Aid Kit

2.5.3.1 Task Board

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

- Date and Task Number
- Type of task
- List of waypoints
- Total distance to Goal
- Validation criteria (dist & no of pilots)
- Description of Goal and finish line
- Launch Window open and close times (see 2.8.5)
- Start Tarp times (if required)
- Goal Deadline

- Last Task Time
- Land by deadline (optional, used for safety reasons)
- Deadlines for reporting in / safety check in
- Run Report deadline
- Turn Direction within 1km of Launch
- 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 but not included in the waypoint List issued to the competitors (see 2.2.3).

2.5.3.2 Competition Map

A map shall be available to all pilots in the Launch Pack detailing all waypoints and relevant airspace on the task route.

2.5.3.3 Signing In

See also Section 3.7

A Sign-in sheet & writing instrument (e.g. pen) shall be placed with the Launch Pack. Note that the number of pilots signed in to fly is one of the criteria for Task Value and DMF calculation.

2.5.4 Task Validation Criteria

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

MINIMUM validation criteria are: 2 competitors or 15% of the pilots* (which ever is greater) flying at least 5km. Note - low validation distances are acceptable as the TASK VALUE will be reduced significantly if the task is a short distance.

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

The Meet Director 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.

2.5.5 Cancelling, Changing or Stopping a Task

2.5.5.1 Cancellation or Changing a Task

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

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

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

even if one or more competitor has launched. (Refer 2.8.4 & 3.6 for suspension of launch window details). Task cancellation shall be announced at take-off and broadcast on the official radio frequency. Other forms of announcement may be published and announced before the start of the competition.

No points (except for certain penalties - ref para 2.9.4) will be awarded if a task is cancelled.

2.5.5.2 Stopping a Task

The CO or the Safety Committee may stop a task after any one pilot has taken off only if hazardous weather or other conditions which would endanger pilot safety cannot be avoided by the competitors. 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.

2.5.5.3 If the task is cancelled or stopped pilots are directed 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, where safe, to (unzip their harness and airwalk) to signal to other pilots that the task is cancelled or stopped.

2.5.6 Types of Task

Tasks will be one of the following:

2.5.6.1 Open Distance

Any Open Distance ,Out & Back, D1 or Triangle flight types as defined in 2.11.9

2.5.6.2 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 waypoints 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 waypoint.

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

Multiple Start Gate Times. Multiple start gate times may be used if briefed at the task briefing. Each competitor's flight time starts at the Start Gate Time immediately before the time they left (Exit Cylinder) or entered (Entry Cylinder) the Start Gate Cylinder. The pilot who achieves the most points in the task is the winner. Pilots who complete the last speed section but do not reach goal only get distance points, unless briefed otherwise by the CO before the task, or stated in the CSR.

2.5.6.4 Elapsed Time

Each competitor's start is individually timed, either at launch or at a Start Gate Cylinder. The winner is the pilot with the shortest elapsed time. Pilots who do not

reach goal only get distance points, unless briefed otherwise by the CO before the task.

The timed start of the task may be for a limited window if briefed by the CO before the task.

Competitors who start the task after this time will be timed from the end of this window.

2.5.6.5 Combination Race/Elapsed Time

50% of the time points are given for each pilot's elapsed time, and 50% for their race time.

See 2.11.8 for clarification of point distribution.

Note - This task rewards competitors for taking off early once the window is open, without penalising too badly those competitors who take off later.

2.5.7 Starting and timing the task

2.5.7.1 Elapsed Time and Combination Race/Elapsed Time Starts

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

Times shall be recorded to the nearest second.

2.5.7.2 Jump the Gun. "Jump the gun" occurs when a pilot crosses the start line before the race start but after the launch window is open. Unless briefed otherwise before the start of the task or in the CSR, the following penalty points will apply:

- Each second early – 1% of the pilot's time points
 - Each minute early – 10% of the pilot's distance points
- Note a pilot will score zero if they are over 10 minutes early.

2.6 Waypoints and Flight Verification

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

2.6.1 General

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

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

The track log must be saved into IGC format for scoring.

Use of a non-compatible GPS without prior permission from the CO will result in a score of zero for the task.

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

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

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

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

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

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

The track log must be continuous in all critical areas of the flight. Continuous is defined as 2 minutes of track log before and after the critical area.

Critical areas are defined as:

- Takeoff (altitude check)
- Landing
- turnpoints (see 2.6.2)
- start gate (see 2.5.7.3)
- GPS goal (see 2.7.2)
- areas of actual or potential proximity to controlled airspace (see note below)
- Start points for XC competition flights
- End points for XC competition flights
- Any other critical areas as defined by the Comp Organiser at a general briefing

2.6.1.1 Guide to assessing restricted airspace infringements with a GPS track log Note: NZ VFR rules currently require all pilots to fly with a calibrated barometric altimeter accurate to within 100 feet Any infringement of a CAA rule will be penalised. Refer Section 2.9

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

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

- greater than 300 feet vertically within the defined airspace Or
- completely within the horizontally defined airspace on a digital overlay of the appropriate air chart where that digital overlay has been provided to the competitors Or
- more than 300m on the prohibited side of a designated ground feature marked on the appropriate air chart

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

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

- Flying in a straight line at 30km/hr Or
- By a change in altitude with an equal to or less than 600ft/min rate During the time period for which there are no track log points then the pilot will be deemed to have infringed airspace and penalties will be applied. Where possible this assessment should be modified by the actual environmental conditions for the flight. For example, if the average thermal climb rate was actually 900ft/min then this climb rate will be used, or if cloud base was consistently say 5000' then this will be used as a cap on altitude.

Where infringement of airspace is deemed to have occurred through this method, it is then the

responsibility of the pilot to produce other evidence to show that this did not occur.

2.6.2 GPS Waypoint Cylinders

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

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

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

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

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

2.6.3 Backup GPS

Competitors may use a backup GPS.

If a competitor uses a backup GPS it will only be downloaded if the Primary GPS track log fails for some reason. It is the responsibility of the competitor to request this be done.

If there is a sufficient overlap in the track logs of the Primary & Backup GPS to verify that both GPS were on the same glider during the task then a composite tracklog may be used to verify the flight.

2.7 Setup And Launch

See also 3.6

2.7.1 Setup Procedures

Pilots are to setup in the area as briefed by the launch director. This area is for the rigging and pre-flight checking of gliders.

When ready, pilots pick up their gliders and proceed to the take-off area/queue and wait for a take-off space.

2.7.2 Take Off Area

See also 3.6

A designated take off area may be briefed by the launch director. This may be bounded by physical markers on the ground, a GPS cylinder, or clearly described verbally. Once a competitor enters the take off area he/she must launch as soon as possible. A pilot who holds up other competitors by failed launch or waiting for better conditions may be ordered out of the take-off area and must go to the back of the queue.

2.7.3 Launch Procedures

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

Where sites and/or conditions do not allow open window launches then a queuing system or predetermined launch order may be implemented. Launch details to be announced at the preflight briefing include:

- the launch procedure and areas available
- the allotted time for each competitor to launch

actions in the event of a failed launch

2.7.3.1 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. It is suggested that on the first day a random launch order is allocated and on subsequent days the placings in the current competition determine the order.

2.7.4 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 be allowed (or required) to launch when the launch is open. If launch is closed, then a pilot required to launch shall be allowed the full period of allotted time (see 2.8.3) after the launch is reopened.

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

2.7.5 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 taken off, the window may only be closed by the Launch Director for safety reasons.

2.7.5.1 Launch Window Extensions

If the required take off time (See 2.8.5 above) has not been reached at window close time due to launch closures, then the window close time may be extended, provided that a maximum window extension period has been announced at the task briefing and posted on the task board.

Apart from the above case window close times can not be altered once any competitors have launched. If the required take off time is still not reached at the maximum extension of window close time then the task will be declared invalid through rule 2.8.5

2.7.6 Failure to Launch

A failed launch is defined as a launch attempt resulting in the glider making it to the end of the take-off strip but failing to launch due to a wind shift.

Following an unsuccessful take-off attempt, a pilot may be allowed to launch again further down the launch line giving him first time to check his glider.

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.

2.7.7 Re-flights

The CO may designate a 're-flight' but it must be within the cut off time for launching.

RE-flights must be announced at the task briefing and posted on the task board.

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

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

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

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

2.8 Finishing the Task

Goal shall be defined by a GPS goal.

2.8.1 GPS Goal

A GPS goal must be declared at the task briefing.

GPS Goal Entry Cylinder: The goal is awarded if the track log on the competitor's GPS shows them to have crossed into a circle centred around the goal coordinates with a radius defined at the Task Briefing and written on the Task Board.

GPS Goal Exit Cylinder: The goal is awarded if the track log on the competitor's GPS shows them to have crossed out of a circle centred around the goal coordinates with a radius defined at the Task Briefing and written on the Task Board.

GPS Goal Line: The goal is awarded if the track log on the competitor's GPS shows them to have crossed through a line centred around the goal coordinates and perpendicular to the track from the last waypoint, with a length defined at the Task Briefing and written on the Task Board.

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

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

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

2.8.3 Free Flying Following Overflight of Goal

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

The Pilot must still Sign out before the Sign out Deadline.

They may Sign out by contacting the CO or Safety Committee by radio or cellphone from the air.

If the task involved any turnpoints other than the goal line or used a GPS goal then the competitor must still submit a Run Report by the time specified by the CO. If they do not do this then they will be scored the bomb out distance.

2.8.4 Goal Deadline

Announced at the task briefing and displayed on the task board. Pilots who land in goal after the goal deadline but before the land by deadline or last task time will score maximum distance points but no time points.

2.8.5 Task Finish Time

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

2.8.7 Land by Deadline (optional)

This may be announced at the task briefing and displayed on the task board if conditions are expected to become dangerous later in the day. For safety reasons all competitors must be on the ground by this time unless they have already signed out from the competition as per 2.7.4 Refer to penalties section (2.9.4) for failure to land by the land by deadline.

2.8.5 Sign Out.

See also Section 3.7

Sign Out is mandatory for all pilots registered in the competition.

Pilots must sign out by the deadline.

2.8.5.1 Sign Out Deadline

Announced at the task briefing and displayed on the task board. This deadline will take into account retrieval difficulties and is a serious SAR deadline.

See also 3.7

2.8.6 Track logs specified by the CO at a General Pilots briefing.

The Track Log uniquely identified to an individual competitor to be used for verification of their flight. The deliberate falsification of the track log will lead to disqualification.

A Run Report Deadline shall be announced and displayed on the Task Board. If a pilot is unable to submit their run report by this deadline, they may contact the Meet Director and arrange a time extension. See also 2.9.4 (Penalty Points).

2.9 Penalties and Disciplinary Action

The director may penalise a competitor as described within these rules. These penalties may be in the form of deduction of points or disqualification.

The CO shall inform competitors as soon as practical that penalty or disciplinary action has been applied.

The pilot's time for submission of a complaint (refer section 2.11) shall commence from the time the pilot is notified.

2.9.1 Severity of Penalties

Except where penalties are prescribed within these rules the severity of penalties which may be imposed range from a minimum loss of points to disqualification.

2.9.2 Unsporting Behaviour

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

2.9.3 Penalties when a task is Cancelled

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

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

2.9.4 Guide To Penalty Points

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

- Flying in Cloud (first time): 500 points
- Other dangerous flying: 500 points
- Failure to sign in before launch: zero for task (DNF on ladder)
- Failure to report in on time: 500 points (with possible disqualification from comp & payment of SAR costs at COs discretion)
- Failure to submit run report by deadline with no acceptable reason: zero for task
- Failure to land by landby time (if nominated) : zero for task
- Flying in a restricted air space: 500 points
- Landing in a prohibited zone 400 points
- Landing in a paddock that contains deer or horses 200 points
- Failure to move glider on landing: 300 points
- Deliberate non-compliance with the instructions of the launch marshal: 300 points
- Waypoints incorrect: distance points to the last correctly documented point.
- landing point not verifiable: distance points to last correctly documented point.
- Exceeding max ballast weight: 20% of task value
- Changing glider without permission zero for task
- Landing and Taking off on course zero for task
- False declarations: zero for task

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

The penalty values may be changed during a competition by a Protest Committee (see 2.10) 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.

2.9.5 Cloud Flying

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

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

2.10 Complaints And Protests

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

A protest must be in writing, accompanied by a protest fee of \$NZ40, and handed to the CO within 2 hours of

the announcement of the decision regarding the complaint, except that after the last contest task, where the time limit is one hour.

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

If the protest is upheld the fee will be returned.

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

Any decisions of the protest committee are final.

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

2.10.1 In Flight Complaints

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

2.11 Scoring & Task Value

The scoring system at a HG Open Round shall be nominated by the CO at the time of the bid and approved by the HGCC.

RCs shall be scored by a method agreeable to the HGCC.

2.11.1.1 Bonus points

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

2.11.2 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

2.11.3 Overseas Competitions

When a competition is held outside of New Zealand (i.e. A HG Open round in Australia, or a sanctioned overseas league event) then each task should be rescored with only the NZHGPA member pilots represented using the standard task value criteria described in section 4, for the purposes of the national ladder and national championship awards.

SECTION 3. SAFETY IN COMPETITIONS

3.1 Objectives

3.2 General

3.3 Competition Organisers' Responsibilities

3.4 Competitors' Responsibilities

3.5 Gliders & Equipment

3.6 Managing Launch Areas

3.7 Sign in – Sign Out

3.8 Emergencies

3.1 Objectives

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

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

3.2 General

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

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

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

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

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

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

3.3 Competition Organisers' Responsibilities

The Competition Organiser shall perform, or ensure they are performed, the following tasks:

Prior to the competition:

- Prepare an emergency plan (see appendix a)
- Liaise with launch site owners if applicable

In addition COs of a HG Open Round shall:

- Notify local emergency services of the general comp format and dates.

- Notify local airports and / or other local air users of expected air space use.

During a HG Open competition:

- Obtain up to date weather forecasts for use by the task setting committee.

- Provide & maintain a Competition Notice board (see 2.1.2)

- Provide and maintain a Launch Notice board (see 2.5.2)

- Give verbal briefings prior to each task (see 2.5.1)

- Appoint a Launch Director(s) (see 2.3.4) for each flying day & ensure that this person is identified to the competitors prior to the start of the task.

- Ensure the Launch Director has a two-radio and mobile phone to assist with communication at the launch area

In addition COs of a HG Open Round shall:

- Provide a competition pack to competitors (see 2.2.3)

- Organise scoring and flight verification procedures.

- Publish daily task results

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

- Notify local flight briefing office of any airspace requirements

- Notify local airports and / or other local air users of expected air space use.

- Act as the coordinator for emergency situations
- Other tasks as is found necessary for the safe running of each specific competition

3.4 Competitor's Responsibilities

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

3.4.1 Pilot Qualifications

Each 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 Intermediate rating (minimum) or equivalent foreign rating.
- Comply with the requirements of 3.5 (Gliders & Equipment)
- Any other requirements as specified by the CO before the competition.

3.4.2 Fitness

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

3.4.3 Collision Avoidance

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

Each day the CO will nominate a thermal-turning direction within a given km radius of the take-off area. The turn direction and radius are to be announced at the task briefing and written on the task board. Alternatively, a turn direction linked to date may be briefed by the CO at the start of the competition. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

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

3.4.4 Safety on Landing

As soon as pilots land they must move their gliders out of the way and park them with the keel pointing windward. A glider which has not been moved means "I need help".

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

Any pilot who lands safely and does not immediately move their glider may be penalised points. (see 2.9.4)

3.4.5 Civil Aviation Regulations / Airspace Restrictions

Civil Aviation Regulations are to be observed at all times. Airspace breaches will result in penalty points. Major infringements may result in disqualification and/or further disciplinary action by NZHGPA.

3.4.6 Cloud Flying

Cloud flying is always prohibited.

Pilots are encouraged to report instances of cloud flying to the CO. (see 2.9.4 for penalty points)

3.4.6 Private Property

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

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

- All gates should be left as they are found.
- Care should be exercised when crossing fence lines to prevent damage. Use a gate where possible.
- Vehicles should only be driven on marked tracks unless permission to do otherwise has been obtained from the land owner.
- Land in a position that is well clear of stock.
- Leave no litter at the launch or landing site.
- Landings in crops should not be attempted. Some landowners may have specifically requested that pilots refrain from landing in their properties. A map detailing these areas will be displayed on the Launch notice board. Landing in one of these areas will attract a score penalty. See 2.9.4 for suggested penalties.

3.5 Gliders And Equipment

3.5.1 Standard of Equipment

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

The Glider shall have a valid Warrant of Fitness and a recently repacked reserve chute.

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
- Recommended to fly with a radio (see 3.5.8)

3.5.3 Preparation for Flight

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

3.5.4 Flight Limitations

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

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

3.5.5 Changing a Glider during a Competition

If a Glider is damaged, lost or stolen then the glider may be replaced by an identical make and model, or

with one of similar or lower performance with the approval of the CO.

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

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

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

3.5.6 Glider Identification

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

3.5.7 GPS

Flight verification is via a GPS track log (see 2.6). It is the pilot's responsibility to confirm that their GPS is compatible and in working order before using it in a task.

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

3.5.8 Radios

All competitors should carry a handheld radio in the interest of safety with a minimum requirement of 5W enabled for NZ channels. (Note US channels are different frequencies).

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

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

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

3.5.9 Ballast

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

Maximum allowable ballast is 8kg.

3.5.9 Propulsion

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

3.5.10 Launch Assistance

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

3.6 Managing Launch Areas / Take-off Sites

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

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

Competitors who disobey a direction of the launch director will on the first occasion be issued a warning.

Subsequent failures to co-operate will lead to penalty points being awarded.

3.6.1 Launch Closure

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

3.6.3 Free Flyers

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

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

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

3.7 Sign In – Sign Out

3.7.1 Sign In

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

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

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

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

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

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

If a pilot does not fly due to safety considerations they should state this to the Launch Director or CO when notifying them of their intention not to fly. A compensation score is available in this situation.

3.7.2 Sign Out

Sign out is mandatory for all pilots signed in for a task in the competition.

Pilots must sign out by the method briefed by the CO before the task by the sign out deadline.

Only if briefed by the CO before the task, a pilot who has submitted a run report shall be deemed to have signed out.

3.7.2.1 Sign Out Deadline

Announced at the task briefing and displayed on the task board.

If a signed in pilot has failed to sign out by the deadline then the CO will commence preliminary investigations as to their whereabouts (see 3.8 Emergencies). This will lead to a full scale SAR operation if the pilot remains missing.

As this is a serious safety deadline, pilots who cause unnecessary SAR operations by failing to report in may be disqualified from the competition.

3.8 Emergencies

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

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

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

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

Compensation to the assisting pilots score will be at the discretion of the CO with the assistance of the Task Committee.

If necessary to ensure unbiased assessment the Meet Director shall appoint a separate committee of 3 pilots. Depending on the emergency it may be necessary to stop or cancel the task.

3.8.1 Compensation scores

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

A: If the competition has had more than 3 tasks: The score should be the equivalent of their average daily scores (expressed as a percentage of the daily winner's scores and determined at the end of the competition and applied against the winner's score for the round) + 10%.

B: If the competition has less than 3 tasks:

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

In all cases, the CO should also consider:

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

3.8.2 Emergency Plan

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

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

A copy is also to be posted on the Launch Noticeboard.

3.8.3 First Aid Kit

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

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

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

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

SECTION 5. NATIONAL TEAMS SELECTION

5 National Teams Selection

5.1 Introduction

5.2 Selection Timetable

5.3 Team Nomination

5.3.1 Pilot Qualifications

5.3.2 Team Positions based on Ladder Ranking

5.3.3 Elected Position

5.3.4 Remaining Positions

5.3.5 Gender Considerations

5.4 Written Agreement with NZHGPA

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 Selection Timetable

The timetable for the selection process shall be drawn up well in advance so that all pilots are aware of the timing of any decisions.

Where possible the initial nomination of teams shall occur three months prior to the competition starting date. The HGCC shall determine the dates by which a final team selection is to be made.

It is suggested that a pilot to whom a position has been offered should accept or decline the position within 14 days or the pilot shall be deemed to have declined. This shall be made clear to the pilot at the time the position is offered.

5.3 Team Nomination

Positions on national Hang Gliding teams will be offered to pilots on the basis of 5.3.1.1 - 5.3.1.3 below.

Acceptance of a pilot into a national team is concluded upon the completion of a written contract with the NZHGPA as detailed in 5.4.

5.3.1 Pilot Qualifications. A Pilot selected for the NZ Team must:

- be a New Zealand Citizen or a New Zealand Resident or
- be approved by the HGCC on special grounds
- Be a current full member of the NZHGPA
- Have a current FAI sporting license issued by New Zealand AND any WPRS points they have accrued within the last 12 months must be registered towards New Zealand on the Nation rankings with the FAI.
- Not have represented another country in a Hang Gliding Competition within the last 2 years

5.3.2 Team Positions based on Ladder ranking

Pilots ranked from 1 to the number of positions available shall be offered positions in the team.

5.3.3 Elected Position

If there are unfilled positions after 5.3.2 then one national team position shall become an 'elected position'.

5.3.3.1 Definition of Elected Position

An elected position is a place on the national hang gliding team where the pilot is elected by the HGCC. There is a maximum of one elected position (except as in 5.3.5).

Any pilot may apply for the Elected Position and must do so by writing to the HGCC by a date nominated by the HGCC at the time initial positions are offered under 5.3.2 above.

5.3.3.2 Elected Position Criteria

In addition to the criteria in Para 5.3.1, a Pilot selected for the Elected Position must:

- Be demonstrably better than ranked pilots who would otherwise accept the position under Para 5.3.4
- In selecting the pilots for the Elected Position the HGCC will also consider the following:
- A pilot's ability to function positively within a team
 - If a pilot can be shown to have personally increased the NZ team size applicable to the competition for which a team is being selected, then they should have priority in selection for an elected position. <note this is for elected positions only>
 - Any other extra-ordinary factors the HGCC deem important

5.3.4 Remaining Team Positions

Any remaining positions on the national team shall be offered to pilots in their order on the Ladder from the last position offered under para 5.3.2 onwards.

5.3.5 Gender Considerations

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

In such circumstances, the available positions will be filled by the top ranked pilots of each gender on the national ladder according to the process in para 5.3.2

In such circumstances, and if the positions are not filled under para 5.3.2, then there shall also be two Elected Positions possible, one for each gender.

5.4 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.