

HANG GLIDING FEDERATION of AUSTRALIA

COMPETITIONS MANUAL Edition 6.8 DRAFT G

Issued 21st October 2009

The following sections are intended to be read in conjunction:

1. The GAP scoring system explanation. Issued 3/2000
2. Guidelines for intending pilots. Issued 7/1998
3. OzGap explanation document. Issued 2/2002 and 9/2005

Other Competition Reference material is available from the HGFA office:

1. FAI Sporting Code - General Section
2. FAI Sporting Code - Section 7
3. Entry Level Competitions and Fly-ins -Organisational guidelines
4. Competition Organisers Handbook
5. Sanction application forms
6. Special Focus events - sample rules and organisational guidelines
7. The HGFA Management Procedures Manual- for Competitions Committee Terms of Reference

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Disclaimer

The information contained in this manual is presented in good faith.

As far as possible it represents the best information available at the time of publication. If you notice any errors or omissions please advise the Competitions Committee Convenor or General Manager of the HGFA.

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1 INTRODUCTION

The Hang Gliding Federation of Australia produces this competition manual as a guide for competition pilots and for the conduct of Hang gliding and Paragliding competitions within Australia.

This manual is updated and reprinted by the Competitions Committee (CC) of the HGFA in the interests of fostering development of the competitive aspects of the sport and to provide information for practising and intending competition pilots. This manual should be read in conjunction with the General Section and Section 7(a, b, c, d) of the FAI Sporting Code available from the HGFA office, or from the FAI website <http://www.fai.org>

1.1 HGFA Competition Committee

Within the HGFA, a Competitions Committee has been formed to assist with the discharging of the responsibilities of HGFA in the co-ordination and promotion of the competitive aspects of the sport at all levels. The Competitions Committee is responsible to the HGFA Board of Management and presents a report of their activities to the annual general meeting of the Board.

The complete Terms of Reference for this committee and procedures for election can be found in the HGFA Management Procedures Manual where the functions and responsibilities of all HGFA sub-committees are defined. The following is an outline, however the HGFA Management Procedures Manual is the master source document and should be referred to if there is an uncertainty.

1.1.1 Competition Committee Members

The Competitions Committee shall comprise:

- Two representatives of hang gliding competition pilots;
- Two representatives of Paragliding competition pilots; and
- The HGFA CIVL Delegate.

With a majority vote of the Competition Committee and within budget allowances, the following persons may be included on the committee:

- The HGFA General Manager;
- Representative of the Microlight competition pilots;
- The Coach/Manager of the National Hang Gliding, Paragliding, Weightshift Microlighting or Women's Teams; and
- Any person with knowledge, skills or expertise required to assist the CC to discharge its responsibilities.

Whether these additional committee members have voting rights will be determined by a majority vote of the core competitions committee members.

The CC may nominate a replacement committee member should a casual committee vacancy occur.

1.1.2 Election Of Competition Committee

The Hang Gliding and Paragliding representatives are elected every two years at the last AAA sanction competition of the season. The Hang Glider representatives are elected during odd numbered years and the Paragliding representatives during even numbered years.

The CC can nominate a new member if it desires to replace a resigned member.

The HGFA board decides whether to accept the nominee.

Extra reps are only elected as deemed necessary by the HGFA board.

1.2 HGFA

The HGFA also has a number of other documents relating to various aspects and levels of competitive Hang gliding and Paragliding. These include; the Competition Organisers Handbook and Sanction Application forms as well as the Club Fly-in Package for low key club competitions and fly-ins. Constructive comment and or additional material for inclusion in future editions of this manual are always welcome and may be forwarded to:

The Conveyor;
Competitions Committee
C/- The General Manager;
4a/60 Keilor Park Drive, Keilor Park, Vic 3042
Email: office@hgfa.asn.au

1.3 Basic Objectives of the HGFA Competitions System

- To provide a safe and structured pathway for pilot development from entry-level fly-ins through to elite level competitions.
- To achieve and maintain (for Australian pilots) a high standard of competitive performance at international competitions.
- To determine national champions in all classes.
- To provide the base data for determining a national pilot ranking system (The National Ladder).
- To encourage fun, skill improvement and increased participation.
- To assist in the promotion of the sport.

1.4 Aims of the Competitions Manual

- Promoting a safe competitions system for the sports of Hang gliding, Paragliding and Weightshift Microlighting;
- Providing a clear understanding of the responsibilities and privileges for competitors and organisers of events within these sports; and
- Providing a framework upon which the competitive aspects of the sports can be administered and allowed to develop.

2 DEFINITIONS

Definitions of terms used throughout this manual.

All references to “he” shall also imply “she”.

2.1 Competition Organiser

The Competition Organiser:

- is the person or persons who liaises with landowners for permission to use launches, goals, competition headquarters and any other land or property that might be used during the event,
- manages the financial and legal aspects of the event and ensures that the competition infrastructure is suitable for the event,
- should seek advice from the Competition Director as to the competitive requirements of the event,
- must ensure that dangerous overcrowding is avoided in the air. As a guide, tasks must be organised in a way that groups of 100 pilots or more would not be together in the air. If the Competition Organiser wishes to exceed this limit, he must substantiate the reasons why this will be safe to the Competitions Committee, details shall be provided in the Local Regulations,
- must ensure that all competitors are financial members of the Hang Gliding Federation of Australia, as required by law,
- may also be the Competition Director, and
- may fly in the competition unless they are also the Competition Director of an AA or AAA sanctioned event.

2.2 Competition Director

The Competition Director:

- is responsible for the sporting aspects of the event,
- will follow the rules and guidelines as detailed in this manual and shall have final say on all sporting matters (within the scope of the competition infrastructure) except that the protest committee’s decision following a protest is final,
- shall advise the Competition Organiser with regards to infrastructure requirements concerning the event,
- shall run all general pilot briefings and shall seek to ensure that appropriate lines of communication are in place so that any disputes or questions can be answered promptly,
- may also be the Competition Organiser, and
- may not fly in the competition if it is a AA or AAA sanctioned event.

2.3 Launch Director

The Launch Director:

- is responsible for the management of pilots within the launch area. He will be required to administer launch procedures, opening and closing of the launch and relevant timing functions. See Section 3.13 for details,
- may also be the Competition Director.

2.4 Pilot Responsibilities

The individual pilots are ultimately responsible for their own safety and for the collection of the appropriate information that is required to substantiate their flights for the competition.

Individual pilots must familiarise themselves with the rules of the competition and the procedures required by the Competition Organisation and the Competition Director.

Pilots must act in a manner that does not endanger other people or their property. They must not act in a way that offends or unduly inconveniences other people.

Failure to act in a suitable way during the event may lead to the application of penalties or disqualification from the event, and in severe cases the person may be referred to outside statutory bodies (CASA, police etc) for further action to be taken against the person.

2.5 Local Regulations

Local regulations will be published prior to the start of the competition to cover any aspects peculiar to the local area. For example airspace restrictions, “no go” areas (which are areas that the pilots should avoid for whatever reason), special rules that the pilots need to adhere to that are not covered in this manual and a list of any special considerations that the pilots should bear in mind.

The local regulations for all A or higher sanction competitions cannot contradict rules, or the spirit of the rules, contained in this manual without prior written approval from the Competitions Committee.

2.6 Protest Committee

All A, or higher, sanctioned competitions, will have a Protest Committee approved by the pilots at the general briefing before the start of the competition. The Protest Committee will consist of three people, plus at least one nominated reserve, who would be used if there was a conflict of interest with one (or more) of the nominated Protest Committee members.

No member of the Protest Committee can be part of the Competition Organisation.

The Protest Committee will apply the current rules as stated in this Competitions Manual to resolve any protests that may apply.

If the published rules are clear and feasible they will be applied in determining the outcome of the protest. If the current rules are not clear and feasible, the Protest Committee may apply a ruling that they feel is appropriate in the circumstances, but in doing this they must also provide written reasons why they made this decision and also provide guidance to the Competitions Committee to suitably alter future editions of the Competitions Manual.

The Protest Committee's decision is final. The Protest Committee may also advise the Competitions Committee on possible future rule changes in order to improve the running of competitions.

2.7 Task Committee

The Task Committee would typically consist of three people, who are approved by the pilots at the general briefing before the start of the competition. Task setting and selection remains the ultimate responsibility of the Competition Director, but a task will not be flown without prior reference to the Task Committee.

2.8 Safety Committee.

The Safety Committee would typically consist of three people, who are approved by the pilots at the general briefing before the start of the competition. The Safety Committee's duty is to monitor the flying operations and report to the Competition Director when conditions become unsafe either on launch or on course.

The Competition Director is responsible for determining safe or unsafe flying conditions, while the Safety Committee serves as a check and balance for safety considerations. The ultimate responsibility for a pilot's safety lies with the decisions of the pilot himself and is not guaranteed by the actions or decisions of the Competition Organiser, the Competition Director or the Safety Committee.

2.9 Technical Delegate.

A technical delegate (TD) may be present at competitions. Their role would be to assist the Competition Organiser on technical matters, be a reference regarding the rules, ensure all competitions follow the rules and meet required service levels. The TD will be able to fly in the competition, and will not be required to pay the competition entry fee. The TD would be a Competitions Committee member or a proxy nominated by them. Any decisions of the TD may be subject to the normal protest procedures.

3 COMPETITION RULES

3.1 Introduction

3.1.1 Scope

These rules are intended to be read in conjunction with the FAI Sporting Code - General Section, and the FAI Sporting Code for Hang gliders - Section 7(a,b,c & d).

Specific details for each competition are prepared as Local Regulations by the Competition Organiser and the Competition Director and publicised according to Section Error: Reference source not found of these rules.

3.1.2 Interpretation

The Competition Manual rules were written to agree in principle with the FAI Sporting Code Section 7 in the broader sense of safety and valid competition. All rule interpretations shall be using the English language.

Where there is conflict between the FAI Sporting Codes and these rules, then these rules shall take precedence in all Australian HGFA sanctioned competitions and those with FAI CIVL category 2 sanctioning. No interpretations can contradict this Competitions Manual without prior agreement from the Competitions Committee. When necessary, interpretation of these rules shall be made by the Competition Director after discussion with primary competition officials.

3.1.3 Exceptions

Exceptions to the rules are not allowed when the rules are definite and feasible. If compliance is not feasible, the Competition Director shall make the necessary exceptions. Competitors shall be informed by:

- Posting a dated, written addendum to the written rules on the main competition notice board; and
- Verbal advice at the next scheduled pilots briefing.

No exceptions can contradict this Competitions Manual without prior agreement from the Competitions Committee. Once competition flying on the first day has started no rules or regulations may be changed.

Any additional requirements within the rules needed during the event will not be retrospective.

3.1.4 Compliance

Failure to adhere to the competition rules outlined herein or specific sanctioning requirements set out by the Competition Committee may result in individual tasks being retrospectively declared invalid or the entire competition having any or all of its sanction(s) retrospectively downgraded or removed by the Competitions Committee.

3.2 Requirements for Sanction of Competitions

3.2.1 Objectives

- The sanctioning of competitions was introduced by HGFA to:
- Maintain and improve the standard of Hang gliding and Paragliding competitions;
- Ensure, as far as possible that competitions are conducted in a consistent manner to allow realistic ranking of competition pilots to be determined;
- Provide a framework to allow competitions to be scheduled and conducted at locations that align with HGFA strategies for the overall promotion and development of the sport;
- Ensure that HGFA obligations to sponsors and/or future sponsors are met;
- Allow the orderly development of the competition calendar for future seasons,

- Allow competitors to plan their participation at competitions;
- Provide a structure that encourages competition within the sports at the local, state and national level; and
- Assist organisers in fulfilling sponsorship obligations and to avoid conflicts or breaches (regarding the rights granted with sanction) when entering sponsorship agreements.

3.2.2 Applications for HGFA Sanction

Intending Competition Organisers are required to contact the Competition Calendar Co-ordinators to make an application for HGFA sanction in accordance with the following timetable. The HGFA webpage has the current contact details – see Competitions Committee link.

The Sanction Application form is available on the Competition page of the HGFA web site - <http://www.hgfa.asn.au/sanctionform.htm>

Sanction applications are required prior to the minimum period indicated in the following charts, see Section 3.2.3. Following review of the applications, a Competition Organiser whose competition has been issued a lower than requested sanction level will be provided an opportunity to amend or comment on the application and sanction granted. Following a period for comment, the Competitions Committee will review the Sanction Application and where it is found to be satisfactory, confirm a new sanction value. Sanctions will be awarded to the most suitable applications that were received. The list of confirmed competitions will be published as the HGFA Competitions calendar for the coming season.

The OzGAP or GAP scoring system as defined by CIVL shall be used for all A, or higher, sanctioned competitions; variations may be allowed for lower sanction competitions. The parameters to be used for each competition shall be determined at the time the sanction is awarded. Where the competition format does not allow pilots to choose the time at which they start the course (i.e. ordered launch with launch times being used as start time), then departure points are to be disabled.

3.2.3 Criteria for Assessment of Grade of Sanction

The Competitions Committee shall use the following criteria as guidelines in determining the grade of Sanction for Hang Gliding and Paragliding competitions.

Criteria		Requirements for Determining Grade of Sanction				
		AAA	AA	A	B	C
Ladder Value		450	360	288	230	Up to 184
Projected Minimum Number of Competitors	Class 1&3	40	30	20	10	6
	Class 2,4&5	10	7	5	3	3 Also see 3.2.5
Minimum GAP parameters [min dist, nom dist, nom time, goal %]. Organisers must show suitable tasks can be held.		HG: 10k, 80k, 90min, 20% goal	HG: 5k, 50k, 90min, 20% goal	HG: 4k, 40k, 90min, 15%	No requirements	
		PG: 5k, 30k, 90min, 20% goal	PG: 5k, 30k, 90min, 20% goal	PG: 4k, 20k, 90 min, 15%		
CIVL Category 2 Sanction Fee		1 full entry fee to cover CIVL Cat-2 fee.		No requirements		
Minimum Scheduled Duration with cut or as a single group ¹		10 days 8 days HG 7 days PG	9 days 7 days	6 days	4 days	4 days

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Maximum Number of Competitions in One Seasons	2 for HG 3 for PG	3 for HG 0 for PG	1 in each region or state	1 B or 2 C meets for each affiliated club
Coordination with Competitions within Australia	No clashes – reasonable travel time between events should allow all pilots an opportunity to compete. Timing to encourage overseas pilot participation.		No more than two competitions, A sanctioned or above, at any one time.	No coordination requirements.
Competition Rules	Full compliance in all details with HGFA rules as published		HGFA rules or alternatives as approved by Competitions Committee, see 3.1.3.	
GPS Flight Verification	Approved GPS flight verification systems – track log only, see Section 6.			
Competition Director Experience	Demonstrated at previous meets graded “A” sanction or above. Must not also be a competitor in the event, OR have run lower sanction competitions, with an approved Technical Delegate at the event.	Previous “B” or “C” sanction competition directory or A Grade Pilot or instructor	No requirements	
Competitor Entry	No restriction on pilot entry. Where it is necessary to limit pilot numbers the criteria of Section 3.4.1 to be applied.		Entry may be restricted to pilots satisfying certain requirements based upon place of residence, club membership or region	
Receipt of Notification and Sanction Application	Notification and preliminary application for sanction by March 15 or prior to the CC meeting,	To be received at least 12 weeks prior to first round.	To be received at least 8 weeks prior to first round, except that competitions can be given a maximum of 100 sanction points if notification and results are submitted after the event.	
Operating Budget	Budget information to be provided with sanction application. Post competition audit of income and expenditure must be available to pilots on request.		Summary information, including entry fees, required.	
Notification Requirements (prior to 1 st round)	Dates and entry requirements to be published in Soaring Australia and the International Hang Gliding Press at least 6 months in advance	Advertised in Soaring Australia for at least 3 months	Advertised in Soaring Australia for at least 1 month	No requirement

¹ Competition validity must reach nominal competition validity to achieve the full ladder points of a sanction (see 7.5) B and C sanction comps should aim for at least 6 days to achieve this sum of validity.

3.2.4 Minimum Services to be Provided

Minnum Services To be Provided					
	AAA	AA	A	B	C
Retrieve Coordination	Extended hours retrieval phone-in point to be manned by competition personnel			No requirement	
Score Sheets	Final score sheets to be available to pilots on request at no charge	Final score sheets to be available to pilot on request at nominal charge		Posted on competition notice board.	
Maps	Maps as required for navigation for any likely tasks to be available for purchase				
Pilot Information Pack	Pilot package detailing accommodation, special site requirements and basic services within the community where the competition is being run to be included in entry fee		Competition information sheet with all details completed to be available for all competitors at initial pilot briefing		
Publicity and Media Liason	Daily press release		Press release after results declared	No requirements. Structured liaison with local media encouraged	
Publication of Results	Formal report and official results to be forward to HGFA GM within 24 hours of completion. For CAT-2 events, results shall also be sent to the FAI WPRS delegate		Results to HGFA GM within 7 days of completion	Results to HGFA GM within 21 days of completion	
Tracklogs	IGC tracklogs for all tasks and pilots must be made publically available within 7 days of completion				
Presentation	Formal ceremony with high community profile		No requirements. Involvement of local community encouraged		

3.2.5 Nationals & Australian Open titles

The Australian Nationals and Australian Open are names that can be applied to AAA competitions. The names are assigned during the sanction approval process by the CC if requested by the competition organisers. The winner is not awarded any title other than the winner of that particular competition. (For National Champions see Sections 7.3 and 7.4).

3.2.6 Cross Country League

C Sanction with 50 points value will be available to any pilot who submits any cross-country flight. Final score will be based on the best 5 flights for the season. For flight submissions, see HGFA website, Competitions page.

3.2.7 Competitions with Alternative Competition Rules and/or Scoring Systems

For a competition not conducted in accordance with the HGFA rules a B or C grade sanction may be awarded provided:

- The competition results are determined from a minimum of five flights with a total flying time, for the winner, of at least 7 and one half hours; and
- The Competitions Committee agrees that the conduct of the competition and the scoring system used warrant sanction; and

- At least 80 percent of the scoring flights by each and every pilot are not part of another competition that also has HGFA sanction; or
- The competition is conducted in a fashion that advances the sport.

Where a competition receives sanction under this paragraph (3.2.6) the Competitions Committee reserves the right to establish additional conditions that must be satisfied for the sanction to apply.

3.3 Competition Details

Competition Organisers must post the following information on the competition notice board prior to the first briefing.

- Competition name
- Competition sanction status with sanction awarded, basic ladder points and any conditions applicable for sanction
- Competition objectives
- Competition format with grades of competition, number and structure of rounds
- Competition dates with registration, practice and prize giving
- Emergency days and rest day policy
- Daily time schedule
- Sites to be used
- Maps and notices concerning airspace
- Relevant phone numbers including contacts in the event of accidents or emergencies
- Prizes
- Entry requirements
- Fees and charges
- Protest fee (\$50:00) and timetable for assessing protests
- The names of all officials and contact details for the duration of the event
- The names of the members of the task, safety and protest (including reserves) committees
- Timetable of entering flight details and verification
- Information regarding start time intervals
- Scoring and flight verification software type and version
- GPS policy
- Any other relevant information

A copy of the current Competitions Manual must be on hand for perusal by any competitor.

3.4 Competition Entry

3.4.1 Pilot Acceptance Before Priority Entry Deadline

In cases where competitions may be oversubscribed, a system of priority entry will be used. Priority entry deadlines specified by the Competition Organisers and approved by the Competitions Committee shall be enforceable. Acceptance of pilots to compete in A, AA, AAA sanctioned competitions shall be in order of priority as follows:

1. Australian pilots in order of National ladder ranking up to 50% of the competition field.
2. Australian pilots, nominated by states and territories as necessary to allow a minimum participation of four pilots from each state or region.
3. Overseas pilots (in order of World Pilot Ranking) subject to a maximum of 25 percent of the field.
4. Female pilots sufficient to ensure reasonable competition for any trophies awarded in this category.
5. Wild card entries at the discretion of the Competition Organiser.
6. Other pilots in order of application.

7. An Australian pilot who has an Australian ranking below 50 on the National Ladder may choose to be selected as an overseas pilot based upon their WPRS ranking instead of as an Australian pilot. The minimum percentage of actual overseas pilot places available must still be at least 25%.

Note that FAI Category 2 events must be open to international pilots.

3.4.2 Pilot Qualifications

Intending pilots must register prior to the registration deadline. Late entries shall only be allowed at the discretion of the Competition Director. The competition is open to all pilots who comply with the following requirements:

- Full or Visiting Pilot HGFA Membership is required.
- Where the age of intending pilots is less than 18 years the written consent of a parent or guardian is required to be lodged with the Competition Director.
- A minimum pilot proficiency rating (or overseas equivalent) as specified by the Competition Organiser is required.
- Any other requirements as specified by the Competition Organiser.

The onus rests with the pilot to prove, if called on to do so, compliance with the entry requirements. Where pilots withdraw from the competition prior to the conduct of the first valid round, a substitute entry may be allowed in the event that the first round draw includes the pilot that has withdrawn.

If it is found out later, that a pilot was not a full or visiting member of HGFA during the competition, any ranking points earned by the pilot for that competition will be cancelled and further disciplinary action may be taken. [Penalties may also be applied to the competition as described in Section 3.1.4.](#)

3.5 Gliders and Equipment

3.5.1 Standard of Equipment

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event. This could be demonstrated by a valid certificate of airworthiness or permit to fly.

The Organisers have the right to refuse any glider not of acceptable standard or configuration. 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), be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for Class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

3.5.2 Preparation for Flight

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

3.5.3 Flight Limitations

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any manoeuvres hazardous to other competitors or the public, including unauthorised aerobatics, are prohibited.

3.5.4 Damage to a Competing Glider

Any major damage shall be reported to the organisers without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Competition Director to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by:

- An identical make and model; or
- Another glider, where the replacement is advised to all pilots at a general briefing and there are no objections.

3.5.5 Glider Identification

Where glider identification is required, and unless specified to the contrary by the Competition Director, the numbers or letters supplied by the Organisers shall be displayed on the underside of the right wingtip for Hang gliders and Weightshift Microlights, and the centre of the canopy for Paragliders. The top of the identification will be towards the leading edge. Identification may also be required on the top of the wing and on the pilot's helmet.

Glider identification number shall normally be allocated on the basis of a pilot's position on the National Ladder current at the time the competition is conducted. If it is a competition requirement to carry a sponsor's logo or advertising on a glider, in any form, this must be stated to competition entrants prior to registration.

3.5.6 Protective and Safety Equipment

Every pilot shall wear a protective helmet and carry an emergency parachute on all flights. Further safety systems may be detailed. The HGFA recommends helmets satisfy the European standard - CEN EN966. In class 2 and class 4, a helmet is not compulsory if this restricts vision from within an enclosed cockpit with supine seating.

3.5.7 Radios

It is recommended that all competitors carry radios in the interest of safety and to allow notification by pilots of their position when approaching goal. The Official frequency will be announced at the initial pilot briefing. Use of this channel for other than official business is not permitted.

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.

3.5.8 Ballast

A competing glider may carry ballast.

Jettisonable ballast may only be in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

For Paragliding competitions, the total ballast, including all flight equipment and the glider must not exceed 33 kilograms in addition to the pilot's weight. The Pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.

3.5.9 Navigation Equipment

The use of Global Positioning Systems (GPS) or other navigation equipment is permitted as an aid for in flight navigation, flight and landing verification, and pilot retrieval. Lack of availability of a particular navigation system will not be accepted as grounds for complaint or protest.

3.5.10 Propulsion

Any physical means to produce propulsive energy in FAI Section 7 aircraft to increase performance is prohibited.

3.6 Pilot Responsibility

3.6.1 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 Competition Director or championship doctor before flying. In the life of this edition of the Manual, the World Anti-Doping Agency's policy regarding drug taking is expected to come into force. Consult the FAI General Section 3.11.2. If any competitors have to take any prohibited substances for medical reasons, they must obtain a "Therapeutic Use Exemption".

3.6.2 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. 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.

3.6.3 Cloud Flying

Intentional flying in cloud is prohibited.

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

3.6.4 Civil Aviation Orders

The current issue of Civil Aviation Order 95.8 and 95.32 is to be observed at all times. Minor breaches of the requirements of C.A.O 95.8 or 95.32 will result in the awarding of penalty points in accordance with Section 5 and the FAI General Section 5.2. Major infringements may result in disqualification and/or further disciplinary action by HGFA and/or CASA.

3.6.5 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 conveying gliders across fence lines to prevent damage.
- Vehicles should only be driven on marked tracks unless permission to do otherwise has been obtained from the landowner.
- Land in a position that is well clear of stock.
- Leave no litter at the launch or landing site.
- Landings in crops are not to 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 main competition notice board. Where these areas are close to launch points an additional map will be displayed on the launch notice board.

Pilots are warned that complaints from property owners may incur penalties.

3.6.6 Forms

Pilots will complete fully and accurately all forms when requested. [Pilots shall ensure that the competition scorer receives their GPS tracklog or landing form each day.](#) Pilots who, without good reason, fail to submit their check-in or fill out a landing form when requested to, by the specified time, will incur penalty points.

3.6.7 Daily Check-In

[In order to ensure all pilots are safe at the end of each round, all pilots will be required to check-in with competition officials, in the manner prescribed by those officials, before the designated check-in time each day.](#)

[Failure to do so may lead to penalties being applied, see Section 5.](#)

3.6.8 Keeping Informed

It is the pilot's responsibility to keep up with all schedule changes, course modifications and rule amendments. The main competition notice board is located at headquarters. This notice board is for the display of all competition information including any addendum to these rules. In addition to the main competition notice board a notice board shall be located at each launch.

3.6.9 Damage or Substitution of Glider

Competitors cannot change their glider except in accordance with the requirements of Section 3.5.4.

3.6.10 Substitution of Competitors

Competitors may not be substituted, or changed to another class once flying has commenced on the first (valid) day of competition.

3.7 Competition Classes, Grades and Awards

3.7.1 Class Definitions

"Hang Glider" means a glider, or a Powered Paraglider, having an empty weight not exceeding 70kg.

C.A.O 95.8; "Hang Glider" means a glider capable of being carried foot launched and landed solely by the use of the pilot's legs

FAI Sporting Code general Section 2.2.1.13; The following class definitions apply. Details of the classes for which the competition is to be conducted, are to be detailed to the competitors, in accordance with Section 3.3. Due to the profusion of different gliders appearing in competitions, a system of classes has been introduced to organise the different designs.

These definitions are not meant to be design specifications, instead they are design philosophies.

The area of class definitions is a new concept internationally, and as such, is in the process of evolution. These rules are meant to encompass "traditional" design Hang Gliders. Prototype or experimental designs are automatically open class irrespective of their intended class. All provisions of Sections 3.5.1 and 3.5.3 must be complied with. For the purpose of demonstration, nil-wind shall mean a headwind of less than 1m/s (3.6 km/h or 2.2 m/h).

3.7.1.1 FAI class 1

Hang gliders having a rigid primary structure with pilot weight-shift as the sole method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they operate symmetrically.

- **Floater subclass glider** - Structural king post with luff-lines, suitable for Restricted Pilots. The aim is to have a slow and predictable glider that is comparatively light and inexpensive. Gliders such as Aero, Buzz, Fun, Mars, Ventura, Max, XT, Sting, Mission, Sonic, Rage or similar recognised design.
- **Kingpost subclass glider** - Structural king post, which comprises all of the negative design strength, and with effective luff-lines. These gliders do not have crossbars holding any stresses other than compression. They will be made from conventional symmetrical tubing, braced with conventional wire and covered with conventional sailcloth. The aim is to have a glider that is suitable for pilots of lesser experience to safely and comfortably compete. This subclass will encompass all the existing and previous, recognised, high performance gliders that fall within the design philosophy. Gliders such as Shark, SX, Litesport.
- **Open subclass glider** - Any FAI class 1 Hang glider.

3.7.1.2 FAI class 2

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely takeoff and land in nil-wind conditions.

- Any FAI class 2 Hang glider

Provisions regarding foot launching must be strictly adhered to.

3.7.1.3 FAI class 3

Paragliders, that is hang gliders having no rigid primary structure, and which are able to demonstrate the consistent ability to safely takeoff and land in nil-wind conditions.

Class	Gliders Included
Fun	European Norm (EN) A, B and LTF-1 and LTF-1/2 certification
Sport	EN C and LTF-2 certification
Serial	EN D and LTF-2/3 certification
Open	Any FAI class-3 glider including those with ratings other than those described. Prototype gliders must have a least passed basic manufacturer load testing.

3.7.1.4 FAI class 4

Hang gliders that are unable to demonstrate consistent ability to safely launch and/or land in nil-wind conditions, but otherwise are capable of being launched and landed by the use of the pilot's legs.

- Any FAI class 4 Hang glider

3.7.1.5 AI class 5

Class 5: Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control in the roll axis and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

3.8 Airworthiness Checks

The purpose of these standards is to insure a certain minimum level of structural integrity and pilot safety in Hang Gliders of classes 1, 2, 4 and 5. At any time during the championships, the organisers have the right to inspect any competing glider and, if necessary, ground it for safety reasons. In general Hang Gliders should comply with the load test certification standards of the HGMA, BHPA or DHV, or similar testing body. Where dimensional limits are applied to structures, these have been chosen such that adequate strength is achievable with materials currently in use.

Reduced strength due to use of unconventional materials meeting these dimensional limits is the competitor's responsibility. Where relevant the conventional material is stated. These standards override the certified configuration of a glider.

3.8.1 Structural Limits

- Minimum diameter of any structural external wire cables is 1.9 mm or 5/64 inches.
- Where an external compression strut is braced with rigging wires they must attach within 10cm of the point where the compression load is applied.
- Side-wires shall attach to A-frames at no more than 10cm above the plane of the control tube, measured when the glider is resting on a horizontal surface.
- If a control bar is made of materials other than metal, it must have an internal steel rigging cable that serves as a structural backup.
- The pilot suspension must include a non-metallic load bearing material of minimum 50mm² cross-section area (normal material Nylon woven webbing with 1000kg breaking strain). The attachment loop must have a backup, which bypasses any mechanical devices and either the main, or backup must be non-metallic.

- A rescue parachute must be capable of deployment by both the right and left hand of the pilot in a normal flying attitude.

References to compression struts and rigging wires refer to the loads placed on parts of a glider by flight stresses. Gliders with cantilevered wings do not apply compression loads to the uprights, while in general, Class 1 gliders do have uprights that are under compression in flight.

Control cables are not deemed to be structural.

Any external part of the glider which has compression loads placed upon it during flight is an “external compression strut”, and therefore bracing wires attached to it shall conform to these rules. Where the terminology or definitions that are used in these rules are in question with any particular glider, the relevant protest committee will provide a ruling.

3.8.2 Penalties

The normal penalty for non-compliance of Section 3.8 is a 20 % reduction in score for the last round flown. If during a subsequent round the glider is again found to be non-compliant a 0 score will result for that round. At the discretion of the Competition Director a lesser penalty may be applied in rare cases due to extenuating circumstances.

3.9 Pilot Awards in Competition

If Pilot Grades are being used in a competition, details of the grades for which the competition is to be conducted, are to be detailed to the competitors, using paragraph 3.3 of these rules. For a definition regarding pilot grades see Section 8.

Where the competition is conducted in A Grade, B grade and/or other grades, the following provision apply:

- Pilot grading shall be as determined by the most recent issue of the official Australian National Ladder.
- Overseas pilots shall compete in A grade.

3.9.1 Awards

The pilot who at the conclusion of the meet has accumulated the highest score in each class shall be declared the Competition Champion.

The B grade pilot with the highest score at the end of the competition will be declared the B Grade champion.

Details of all prizes to be awarded shall be detailed to the competitors in accordance with Section 3.3. Where a pilot wins in more than one category then that pilot shall be awarded prizes for each category as detailed in Section 3.9.4 keeping in mind the constraints of Section 3.9.2.

3.9.2 Minimum Numbers of Competitors Required to Award Prizes

Prizes shall be awarded if the following required numbers of pilots compete:

	1 st Place	2 nd Place	3 rd Place
Minimum No. of Competitors in each class, grade or category	3	5	10

Competitors on open class gliders will not be eligible for a B or C grade prize.

3.9.3 Teams Competition

Unless otherwise stated at the general briefing, any team score shall be determined from the total scores of pilots representing half the official team size (rounded up), calculated on each scoring day.

3.9.4 Awards Requirements

Awards for Hang-gliders may be provided in five categories: Open, Kingpost, Floater, B Grade (including Open, kingpost & floater) and C Grade (including both kingpost & floater). Awards also to be provided to women in Open, Kingpost and Floater.

If a lesser-graded pilot wins a higher grade, the pilot should be awarded trophies from both the lower and higher grade. For example, a C grade pilot wins B grade – he is awarded both C and B grade trophies. Competition Organisers must determine the winners in each class and grade using the scores taken from the entire competition field, not Race's individual (filtered) total results.

3.9.5 Awards Categories

Awards in brackets such as (B-Grade) are optional, pilot categories such as (Intermediate) are optional, Kinpost class is optional – such Awards and Categories in brackets are at the discretion of the competition organiser. "Yes," answers the question, "Can a pilot in that category win the Award listed?"

Hang gliding (Men and Women)

Pilot	Awards					
	Open	(Kingpost)	Floater	(B-grade)	(C-grade)	Handicap
Open	Yes					Yes
(Kingpost)	Yes	Yes				Yes
Floater	Yes	Yes	Yes			Yes
(B Grade Open)	Yes			Yes		Yes
(B Grade Kingpost)	Yes	Yes		Yes		Yes
(B Grade Floater)	Yes	Yes	Yes	Yes		Yes
(C Grade Kingpost)	Yes	Yes		Yes	Yes	Yes
(C Grade Floater)	Yes	Yes	Yes	Yes	Yes	Yes
(Intermediate)	Yes	Yes	Yes	Yes	Yes	Yes

Paragliding (Men and Women)

Pilot	Awards					
	Open	Serial	Sports	Fun	Intermediate	Handicap
Open	Yes					Yes
Serial	Yes	Yes				Yes
Sports	Yes	Yes	Yes			Yes
Fun	Yes	Yes	Yes	Yes		Yes
Intermediate	Yes	Yes	Yes	Yes	Yes	Yes

Women's awards are the same as per tables (dependent on numbers).

Where entrant numbers do not allow (as laid out in Section 3.9.2), prizes are merged upwards where appropriate (i.e. to the left in the tables above).

3.9.6 Intermediate Prize

It is strongly recommended that organisers award an Intermediate Prize (or another name) to recognise the achievements of newer competition pilots. Suggested criteria for this class of award are that the pilot have less than 150 hours of inland thermal experience and be flying an appropriate glider (eg for paragliding: Sports Class or lower. For HG, Kingpost or Floater Class)

3.9.7 Scoring Differing FAI Classes in One Event

Combined entrants' results should be provided to competitors for interest only (i.e. all FAI classes together). When calculating official competition results, round validity, ladder calculations and determining awards, FAI classes are to be kept separate. FAI classes should also be kept separate when determining awards.

3.10 Competition Format

3.10.1 Groups

The competition will be conducted in the format specified in Section 3 of these rules. The format shall be one of the following:

- With the entire field as a single group competing in a specified number of rounds; or
- With a number of elimination and final rounds.

Further to this, competitions with elimination and final rounds may be run as either:

3.10.1.1 Competitions with a Cut

Competitions run as a single group, with a Cut to reduce the numbers of competitors. There will be no cut during the event unless the Organisers specify this at the time of making the bid. If the request is accepted the cut may not be made until 4 valid tasks have been flown. Thereafter a cut may be made to reduce the total number of competitors to not less than 60% of the number of pilots who competed on the first day.

3.10.1.2 Competitions with Elimination Rounds and Normalisation

Competitions run with two or more groups, with Normalisation to form a single group. Normalisation is needed in championships where a large entry makes it necessary to divide the pilots into approximately equal groups for the preliminary rounds of the competition. The groups fly the preliminary rounds at different sites or at different times. At the end of the preliminary rounds the leader of each group is given the same score and the scores of the other pilots in each group are adjusted proportionately to that figure. The resulting scores are carried forward to the final rounds. The following safeguards must be applied when the final competition group is formed:

- The leaders of each group must enter the final rounds with equal scores.
- If the groups of the preliminary rounds have not flown an equal number of tasks, scores must be averaged across the groups before applying the normalisation factor to individual pilots' scores.

[The normalisation method will come from the GAP scoring method, refer to Section 4.4 for further details.](#)

The pilots shall be allocated to each group based on a seeding list as determined by the relevant national ladder, and then for international pilots, the CIVL World Pilot Ranking will be used. The pilot seeded 1 shall be allocated to one group, the pilot seeded 2 to the next group, and so on to form groups of similar size and seeding.

The elimination rounds shall continue until the average number of valid rounds conducted is at least 45 percent of the maximum number of potential flying days within the competition period. The number of potential flying days at any point in time shall be determined as the average number of valid rounds conducted to date, plus the number of days remaining in the competition (not including the emergency day).

Pilots will be selected based on their normalised score to compete in the final rounds. Where more than one pilot in a group has a score equal to the cut off point then each pilot affected shall be eligible to compete in the final rounds. An equal number of pilots shall be selected from each group. All other pilots may either be:

- Eliminated from the competition, provided this was approved as part of the sanction application, or;
- Formed into a single (separate) group for further competition rounds.

3.10.2 Rounds

The competition shall not conclude before the last competition day as allocated in the competition schedule.

3.11 Scoring Competitions

Typically competition scoring is handled by totalling up each pilots task scores to give their overall score. Variations upon this scoring exist and are detailed in this section.

3.11.1 Scoring Competitions with Elimination Rounds

Where a competition is conducted with elimination rounds and a redistribution of pilots (with pilots who fail to make the final rounds competing as a separate group), then the pilots ladder points will be calculated by the procedures detailed in Section 7.5.

3.11.2 Scoring Competitions with Fixed Total Validity

Fixed Total Validity (FTV) may be used to score competitions. FTV encourages racing by allowing pilots to drop their worst tasks within a competition.

All competitions must ensure that every pilot's score is based on the same maximum total score the pilot could have achieved. The validity of a day is the measure of the maximum possible score that a pilot could have achieved. If a pilot's score from all flying days is being counted, then this requirement is automatically satisfied. If all days have the same validity, and if each pilot drops the same number of days scores, then this requirement is still satisfied.

If the days have different validities, then the validity for the rounds and partial rounds that the pilot drops must total the same for all pilots. Pilots must be able to choose which rounds or partial rounds they would like to drop. They may choose to drop any rounds including DNF, ABS and rounds with a penalty applied.

When dropping a partial round, the percentage of the validity dropped and the percentage of the score dropped must be the same. e.g., If a pilot wants to drop 30% of a round with validity 800 in which he scored 200, he drops a score by $200 \times 30\% = 60$ out of $800 \times 30\% = 240$. This gives him a score of 140 out of 560 for the part of the round not dropped.

The FTV scoring program provided by HGFA automatically chooses the best rounds and partial rounds to drop in the interests of the pilot. It is used in conjunction with RACE for scoring FTV on a competition basis. For full explanation concerning the OzGAP and FTV scoring, see the relevant explanation documents, available from the HGFA office or from <http://www.hgfa.asn.au>.

3.12 Rest days

The Competition Director may declare a rest day after six consecutive days except on the last competition day. The policy on rest days shall be declared before the first competition day and stated as specified in Section Error: Reference source not found. Rest days are encouraged so that dangerous fatigue is minimised in long competitions.

3.13 Set-up and Launch

3.13.1 Set-up Procedures

All pilots shall co-operate with the Launch Director to ensure that launches proceed smoothly. They shall set-up in the position allocated by the Launch Director after first obtaining permission from the launch director or his assistants.

Pilots 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 the awarding of penalty points, refer to Section 5. Immediately before a pilot launches, their glider shall be subject to a pre-flight inspection, which shall include a Hang check.

3.13.2 Launch Procedures

Where possible the launch shall be open window. Where sites and/or conditions do not allow open window launches then a predetermined launch order, or a combination of an open window launch and predetermined launch order shall be used.

Launch details to be nominated at the pre-flight briefing include:

- The launch procedure;
- The allotted time for each pilot to launch, and
- The number of launch slots to be used.

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

Free Flying of Competitors before the window has opened may only be approved by the Competition Director and is subject to any local rules that may apply (ie. Restrictions of approved re-fly zones, top landings) Pilots will be deemed as not competing for the day unless they re-present themselves to the Competition Director.

3.13.3 Launch Closure

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

3.13.3.1 Closing Launch to a Particular Rating of Pilot

The Competition Director or designated Launch Director may close launch to a particular rating of pilot if he considers it unsafe for that rating of pilot. If there is not sufficient Launch Open Time for all pilots of that rating to launch, then all pilots of that rating, including those pilots that launched are scored ABS and are given negative penalty points for the round equivalent to the minimum distance score for the task.

If there is sufficient Launch Open Time, then those that launched are scored as normal and any pilots who chose not to launch on the grounds of safety are scored as DNF and are given negative penalty points for the round equivalent to the minimum distance score for the task.

For there to be sufficient Launch Open Time for the lower rated pilots, launch conditions must be suitable for long enough for all the pilots in the competition field to be given the opportunity to launch as specified in Section 3.13.4.

Closing launch to a particular rated piloted shall be limited to the HGFA certifications (Advanced, Intermediate, Novice, Aerotow, Ground Tow) rather than log book certifications such as 150 inland hours.

(International pilots IPPI Advanced = Pro 5, Intermediate = Pro 4, Novice = IPPI 3)

3.13.4 Launch Validity – Launch Open Time

The round shall be valid if the launch(es) remained open for greater than the required time where the required time is calculated from

$$\text{Required Time} = \frac{\text{Allocated Time} \times \text{Number of Pilots}}{\text{Number of Launches}}$$

"Allocated time" is the expected average time between consecutive launches in ideal conditions from a single launch position. This time makes allowance for the time to move the next pilot into position ready for launching, and also the time for the pilot to launch. "Allocated Time" will be as specified on the task board, or if not specified, normally, the Allocated Time will be:

- 2 minutes per pilot for foot launched PG pilots
- 1 minute per pilot for foot launched HG pilots
- 5 minutes per pilot for an aero-tow (tug or winch) launched pilot

3.13.5 Round based Paragliding Ladder Launch Validity

For the results to be used in the round based ladder (paragliding), the Minimum Number of Pilots equals the number of pilots with sufficient pilot rating to be offered any of the window open time in that round.

Eg scenarios:

- If the launch for that round was only ever opened to advanced pilots, the Minimum Number of Pilots equals the number of advanced rated pilots entered in the competition.
- If the launch was open to everyone for the first minute, but then closed to novice pilots, the minimum number of pilots equals the total number of pilots entered in the competition.

3.13.6 Lower Rated Pilots Launch Validity

This rule only applies when the launch was closed to novice or intermediate rated pilots (while continuing to permit advanced pilots to launch) for any of the window open time.

All pilots rated the same as (or lower than) those pilots not permitted to launch will score bomb out points unless their permitted launch time is greater than the Required Time, where the Minimum Number of Pilots equals the total number of pilots. (Where total number for HG = set-up, PG = entered)

3.13.7 Paragliding - Failure to Launch

A failed launch is defined as a launch attempt resulting in the glider being required to be physically laid out again. If an assistant is required to untangle a twisted line or remove an entanglement present during the inflation phase, a failed launch will not be recorded. If after starting the pilots takeoff run an entanglement occurs, then a failed launch will result.

Following an unsuccessful takeoff attempt a pilot may be allowed to continue the same launch attempt 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.

3.13.8 Pilot Wishing to Re-fly

There are no restrictions on the number of flights in any one day. To qualify for a re-flight pilots must land in a designated re-flight area. A pilot's score will be determined on the basis of performance on the last launch in any one round.

On returning for a re-fly the pilot should advise the Launch Director that they would like to re-fly. The official should place their name at the bottom of the current launch order priority.

Pilots wishing to re-fly remain at the rear of the launch order. They take a lower launch order priority than any pilots who have not yet flown.

3.13.9 Open Window Launch Rules

For open window (free take-off without any set order) to be used the following conditions apply:

- A large enough rigging area for all competitors with enough launch marshals to ensure easy entry, upon request, into the take-off corridors.
- There should be at least one ramp or takeoff place for each 25 competitors, and competitors should be able to take off at a rate of at least two per minute.

When a pilot wishes to launch he shall notify the Launch Director and under his direction enter the take off line. If a pilot chooses not to launch (or, for class 3, fails two launch attempts –see Section 3.13.7) he must immediately leave the launch area. When he again wishes to launch he must rejoin the take off line behind all other waiting pilots.

3.13.10 Open Window and Determined Launch Order Combination

The rules in this section apply to situations where both open window and determined launch procedures are used:

- The Competition Director may choose to allow a period of open window launches, before implementing a determined launch order at a nominated time. The launch open time shall start when the launch is initially opened.
- During the period that the open window is in operation a pilot who wishes to launch shall notify the Launch Director and under his direction enter the take off line. If the pilot chooses not to launch they must immediately leave the launch area. When they wish to launch they must rejoin the take off line behind all other pilots who wish to launch in turn. That is, they forfeit their nominated launch order position if they elect to launch during the open window period, but chooses not to launch.
- Pilots in the take off line at the time that the ordered launch comes into effect must revert to their nominated launch order position.

3.13.11 Determined Launch Order Rules - With Push – Hang Gliding.

3.13.11.1 Launch Order

- The pilot seeding list shall be used to decide the nominated launch order for the first round.
- Placing of the top third of the field shall be reversed. The last pilot in the top third shall be nominated to launch first.
- On the second and subsequent rounds, the pilot placed first shall be nominated as the last of the top pilots to launch. The remainder of the group shall have a nominated launch order decided by their place as at the end of the previous round. Where pilots are tied, their nominated launch order will be decided from the pilot seeding list.

3.13.11.2 Take off Line

A take off line shall be defined for each take-off point. When pilots are ready to launch they enter the take off line and come under the direction of the Launch Director. Pilots must move towards the take-off point without undue delay. On arriving at the take-off point a pilot may:

- Launch; or
- Wait until a pilot in the take off line declares their intention to launch ("pushes"). The pilot must then launch within the allotted time, or leave the launch area; or
- Decline to launch. If a pilot chooses not to launch in turn he must immediately leave the launch area. When he wishes to launch he must rejoin the take off line behind all other pilots who wish to launch in turn.

At sites where a number of launches are available pilots may use an alternate launch in an open window format. The launch director at the primary launch MUST be notified, prior to take off, of a pilot's intention to exercise this option.

3.13.11.3 Pushing Rules

- Any pilot who has entered the takeoff line, may declare their intention to launch ("push"). This forces all preceding pilots in the takeoff line to launch in the allotted time or leave the take-off area.
- When a pilot who has "pushed" arrives at the take off point they must launch in the allotted time. A pilot's failure to launch within the allotted safe time results in disqualification from the round.

3.13.11.4 Alternate Launch

- At sites where a number of launches are available pilots may use an alternate launch in an open window format. The launch director at the primary launch MUST be notified, prior to take off, of a pilot's intention to exercise this option.
- Pilots who elect to launch from the alternate launch and were unable to do so, shall score zero points.

3.13.12 Determined Launch Order Rules - Without Push – Hang Gliding

3.13.12.1 Launch Order

- The pilot seeding list shall be used to decide the nominated launch order for the first round.
- Placing of the top third of the field shall be reversed. The last pilot in the top third shall be nominated to launch first.
- On the second and subsequent rounds, the pilot placed first shall be nominated as the last of the top pilots to launch. The remainder of the group shall have a nominated launch order decided by their place as at the end of the previous round. Where pilots are tied, their nominated launch order will be decided from the pilot seeding list.

3.13.12.2 Take-Off Line

- All pilots wanting to be considered for launching must queue in order of launch priority, behind a specified point.
- Pilots may join the queue in their launch order priority at any time.
- These pilots must be ready to launch.

3.13.12.3 Launch Rules

- The launch marshal may invite the next willing pilot in the queue to enter the launch area before the next launch space is available.
- If a pilot accepts entry and is then waiting for space, the clock starts on the pilot who was first into the launch area.
- Once the pilot has entered the launch area they have priority over those in the queue.
- The first pilot to enter the launch area shall be given a safe period of time to launch (normally one minute) or return to their place in the queue.
- If the pilot fails their 2nd attempted launch then that pilot returns to their place in the queue.
- If a pilot enters the launch area for a second time and again fails to launch after 2 attempts then they must go to the back of the launch order.
- If no pilot wishes to enter the launch area, the pilots on launch may wait.
- If several pilots are ready to launch but no pilots are wishing to enter the launch area, the pilots on launch may launch in any order. No one can push, but anyone can launch with launch marshal's approval.
- A launch area large enough to launch a number of gliders simultaneously shall have only one entry gate.

3.13.13 Paraglider - Launch Order Rules

No open window period will be combined with these launch rules unless the required conditions for open window launch rules are met, see Section 3.13.9.

3.13.13.1 Launch Queue Order

First round: The pilot with the highest seeding is first in the launch queue.

All seeding for launch order is based on the current Australian National Ladder (ANL) position described in Section 7. Foreign pilots are given an equivalent ANL ranking to determine their seeding. The lowest ranked Australian pilot present at the competition, from the top 10 on the Australian National Ladder, who also has a WPRS ranking is used as the benchmark. This benchmark ratio of ANL ranking to WPRS ranking is the ratio applied to the WPRS ranking of all foreign pilots (who don't have an ANL ranking) to derive their equivalent ANL ranking. If this equivalent ANL ranking is equal to an Australian pilot's ANL ranking, the foreign pilot is seeded behind the Australian pilot.

Pilots without an Australian ranking or a WPRS ranking are seeded in order of payment of entry fee. Date of entry for the competition or any other random method shall not be used. A 30 minute open window will precede the ordered launch for the first round.

Subsequent rounds: Ascending order of overall current placing in that competition.
Where pilots are tied, the order of priority for competition entry shall be used.

3.13.13.2 Launch Queue

- All pilots wanting to be considered for launching must queue in order of launch priority, behind a specified point.
- Pilots may join the queue in their launch order priority at any time.
- These pilots must be ready to launch.

3.13.13.3 Launch Rules

- The launch marshal should invite the next willing pilot in the queue to enter the launch area before the next launch space is available.
- If a pilot accepts entry and is then waiting for space, the clock starts on the pilot who was first into the launch area.
- Once the pilot has entered the launch area they have priority over those in the queue.
- The first pilot to enter the launch area shall be given a safe period of time to launch (as specified on the task board, or if not specified, one minute) or return to their place in the queue. Where a "safe period of time to launch" is the time beginning when the launch director asks a pilot to launch, and ending when the launch director asks the pilot to leave the launch area.
- If no pilot wishes to enter the launch area, the pilots on launch may wait.
- If several pilots are ready to launch but no pilots are wishing to enter the launch area, the pilots on launch may launch in any order. No one may push, but anyone can launch, with the launch director's approval.
- A launch area large enough to launch multiple gliders simultaneously shall have only one entry gate.

3.13.13.4 Failure To Launch

See Section 3.13.7 for definition, if a pilot:

- fails their 2nd attempted launch then that pilot returns to their place in the launch queue,
- enters the launch area for a second time and again fails to launch after 2 attempts then they must go to the back of the launch queue order.

3.14 Landing Procedures

3.14.1 Clearing the Landing Area

When a Pilot lands in a designated landing area nominated by the Competition Director, he shall move his glider clear of that area without delay.

Failure to co-operate will result in the awarding of penalty points, see Section 5.

3.15 Emergencies

When an emergency occurs the Launch Director shall be notified without delay. The appropriate emergency service should be notified by phoning 000 or 112 or the appropriate local service.

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 Competition Director. The pilot going to the assistance will (generally) receive the equivalent of his average daily scores, expressed as a percentage of the daily winners scores and determined at the end of the competition, and applied against the winner's score for the round.

Depending on the emergency it may be necessary to suspend or cancel the competition round. Any round cancelled will be declared invalid.

4 TASK SETTING AND SCORING

Each round shall consist of a competition task. Tasks shall be one of the task types described in Section 4.1.1. A task description shall include:

- i. an open and close time for launch,
- ii. a start gate, with an earliest start time,
- iii. possible turnpoints,
- iv. a possible goal,
- v. a last task time,
- vi. a possible maximum amount of on course time,
- vii. a latest check-in time

These shall all be specified when the task is set for the round. All flights shall be verified by the use of an approved GPS recording system. See GPS rules and procedures in Section 6 for further explanation.

The task for the round will be announced at a pilot briefing. A large-scale map shall be posted on the launch notice board at least 15 minutes before the launch is declared open. This map shall detail the task, including start points, turn points, goal, the re-flight area and any areas to which entry is restricted.

Pilots must be given at least 15 minutes notice of the task before the task is opened.

4.1.1 Task Types

A task shall be declared and scored as one of the task types described in this section.

4.1.1.1 Race

Race tasks will be along a prescribed course with or without turn points and a single start time for all participants. Pilots who do not complete the task shall be scored according to the distance they flew. The scoring distance is the sum of the legs of the course completed (including incomplete leg) in the designated order, also see Section 6.3. An incomplete leg is the length of that leg less the distance between the landing place and the next turn point, or goal, with the provision that any subtracted distance cannot be greater than that to the last correctly controlled turn point or start point.

4.1.1.2 Speedrun

A Speedrun shall be conducted along a prescribed course with or without turn points. Pilots who do not complete the task shall be scored according to the distance they flew as described in Section 4.1.1.1. A pilot who completes the distance shall receive speed points based upon the time from when they left the start point until the time they reached the goal.

4.1.1.3 Interval Speedrun

An Interval Speedrun shall be conducted along a prescribed course with or without turn points. Pilots who do not complete the task shall be scored according to the distance they flew as described in Section 4.1.1.1. A pilot who completes the distance shall receive speed points using the time from the start time that occurred immediately before the pilot left the start point until the time they reached the goal.

4.1.1.4 Open Distance

The options for scoring open distance tasks are:

- the distance from the launch (or start point) via any designated turnpoints to the pilot's landing position,
- distance with a heading via any designated turnpoints, the task is set with a defined heading that tells the pilots which direction to fly. The flown distance is calculated as the distance between launch and the intersection of two lines, the first one being between launch and an imaginary heading point

- and the second line being perpendicular between the first line and the pilot's landing point, distance with virtual goal via any designated turnpoints; a "normal" competition task is used with a virtual goal selected so that it cannot be reached. In this case the task is calculated as in a normal task, in which no pilot reaches goal.

Note: Unless approved GPS flight verification systems are used to record pilot's landing positions, open distance tasks would generally only be used when the expected maximum distance flown would be small. Due to pilot spreading in an open distance task, landing positions can be difficult to verify.

4.1.1.5 Optimised Distance

An optimised distance task is run in a similar manner to open distance tasks except that the distance each pilot flies is calculated through a number of turnpoints specified before the task. These turnpoints are individually selected for each participant to maximise the distance of their tracklog. This task type should only be used where software is available to perform this type of optimisation.

4.2 Task Features

All tasks shall include a start gate. Depending on the task type, tasks may also include turnpoints and a goal. These shall all be specified when the task is set for the round.

Typically each of these task features is specified by a latitude and longitude, an associated shape (line, semi-circle, circle). For closed shapes such as semi-circles and circles the point may be an entry or exit point.

The Competition Director shall provide GPS coordinates in the form of a latitude and longitude, a shape and a radius around those coordinates for the start gate, the turn points and the goal. Except where a manned physical goal line is present these coordinates take precedence over all geographic or physical descriptions provided. Pilots should establish for themselves the correct information for use with their particular navigation equipment.

4.2.1 Launch

GPS verification shall be used to verify a pilot's launch time, if GPS verification doesn't exist for the launch time, a launch official may verify that the pilot took off during the allowed launch time. Where launch times are used for performance measurement the launch shall be manned by timing officials for a period as specified on the launch notice board or as notified at briefing. Pilots who launch after this time shall have the time at which the launch officials cease recording launch times as their start time.

4.2.2 Start Gates

Pilots will be timed from the crossing of the start gate. GPS flight verification is used to determine the pilot's start time.

4.2.2.1 Jumping Race Start Gate (PG only)

To enable pilots to "jump", that is start the task before the official start time, a Race start gate without losing the entire day: a pilot who jumps the start gate on a single start gate Race task, shall be scored normally then penalised as follows:

1. For each second, up to 90 seconds, that a pilot jumps that start gate by, they will be penalised (1% per second + 10%) of their speed and departure/lead-out score.
ie. A pilot who jumps that gate by 35 seconds will be penalised 45% of their speed/departure score.
2. For each minute, or part thereof, after the first 90 seconds from the start gate, a pilot shall be penalised 2% of their distance points.
ie. A pilot who jumps the start gate by 12 minutes and 30 seconds shall be penalised 100% of their speed score and 22% of their distance score.
3. A pilot who jumps that start gate by more than 1/3 of the nominal task time shall receive only bomb-out points.

4.2.3 Turn points

Pilots must present GPS evidence that the turn point has been achieved as per Section 6.3.2.

4.2.4 Goals

To achieve the goal a pilot must cross the finish line at an altitude that enables easy identification by goal officials (where necessary). In classes 1, 2, 4 and 5, a pilot is considered to have crossed the finish line when the nose of the glider cuts the finish line in the correct direction, using only the energy of the glider but not of the pilot. In class 3, the line is crossed when a pilot's foot cuts the line under the same conditions. Goal times may be recorded by GPS evidence or by manual timing.

Both GPS timing and manual timing by a goal marshal may be used together, however, at the task briefing or in the local rules, one method shall be stated as having precedence.

Pilots who complete the course shall have their time recorded. All elapsed times shall be recorded as accurately as possible.

Where a Goal official fails to record the time of a pilot, and there is no doubt that the pilot correctly crossed the goal line then the Goal officials using all available evidence shall determine a finish time. In the event that a manned goal needs to be changed due to unforeseen circumstances, (after the Launch window has opened) the goal must be placed in the closest possible safe landing area along the course line no further away than the original goal co-ordinates. The closest part of the goal line must be within 400m of the course line.

4.2.5 Landing Verification

A scoring flight terminates at the first point after a successful launch where energy from the glider ceases to be the motive force. A pilot may claim his best position on course as his landing position as evidenced by a proper and unambiguous GPS track log, as opposed to the physical landing position.

In tasks where a pilot does not have an unambiguous track log showing their landing position, a pilot may:

- Submit a flight declaration form to the competition scorer by the time specified in the rules, the form must be signed by a competition official who can confirm the location of the landing. Otherwise the best position on the GPS track log shall be used as the landing location.

4.3 Suspension, Cancellation or Stopping of a Task

The Competition Director may:

- cancel a task before any competitor has taken off if the weather is unsuitable for a task. If launching is suspended only for a short period, the Competition Director need not cancel the task,
- suspend or stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety,
- cancel a task if this is deemed to be the best option,
- may cancel or stop a task retrospectively where it becomes apparent that conditions may have been unsafe within the task area, this must occur before the scores become final.

A task may be stopped providing that:

- i. A "fair time" has elapsed after the launch has been open for the minimum required launch time before the first task start time. A "fair time" must be, at least, 20 mins + (4 * distance in km to the closest point on the start cylinder to the next waypoint on the task line), and
- ii. a minimum of an hour has elapsed since the first task start time or a pilot has reached goal, and
- iii. pilots are notified at the task briefing that there is a possibility that the task may be stopped.

If the task is stopped, but not cancelled, the pilot's score will be determined from their GPS position 10 minutes before the task was stopped. The task can only be stopped on the grounds of safety. No other means of flight verification will be accepted for evidence of the finish of flight (including photographs).

4.3.1 Last Task Time

Any scheduled last task time or “land by” times, are treated as stopping the task at a scheduled time and this time will be announced as part of the task briefing. Points on a tracklog after this time will not be scored.

In order to ensure pilot safety, all pilots must check-in with competition officials before the last task check-in time. Failure to do so may lead to penalties being applied, see Section 5.

4.4 Task Scoring

Task Scoring is performed using one of the variants of the GAP system. The OzGAP 2005 or GAP 2007 scoring formulas and RACE scoring program or FlightSys, as defined by CIVL shall be used for all A or higher sanctioned competitions. Any alterations to the scoring system to be used will only be allowed with the approval of the Competitions Committee. The GAP parameters to be used for the competition will be determined as part of the competition sanction. These parameters typically include the:

- version of GAP to be used,
- minimum task distance,
- nominal task distance,
- minimum task time,
- nominal goal percentage, and
- type of departure, leadout and arrival bonuses to be used

For full explanation concerning the GAP and OzGAP scoring formula, see the relevant explanation documents, available from the HGFA office or from <http://www.hgfa.asn.au>.

4.4.1 Task Results

A pilot competing in a task may receive one of the following scoring results:

- **Goal** – the pilot made goal,
- **Landed Out (LO)** – the pilot landed somewhere on the course after the start gate, but did not make goal,
- **Did Not Fly (DNF)** – the pilot presented themselves ready and fully equipped to fly, but chooses not launch will be scored DNF (which devalues launch validity) and given a score equal to the minimum distance flown score on the day,
- **Absent (ABS)** – the pilot did not present themselves to launch, they will score zero for the day and they do not affect task validity. In some circumstances, pilots scored as ABS will receive bonus points, see Section 3.13.3.1, and
- **Disqualified (DSQ)** – a pilot failing to comply with the rules or a Competition Director's directives may be penalised or disqualified from the task

By default, the RACE and FlightSys scoring program scores DNF and ABS as zero. Where bonus points are to be awarded, negative penalty points must be awarded, typically equivalent to minimum distance points for the task.

4.4.2 Using Best Evidence for Scoring a Flight

During a pilot's starting manoeuvres, or during the flight, a pilot may inadvertently or purposefully, fly within a sector of a turnpoint, start gate, or re-cross a goal line. GPS track logs may display extra information that may disadvantage a pilot.

The pilot's score will be derived from the information that gives him the best result for the day, (shortest time around the course, longest distance along the course) as long as all the required information, in the correct order is properly presented.

A corollary of this is that a pilot may fly the course several times and then take the best time as his score for the day, as long as he does not, at any time, land outside the re-flight zone and then launch again.

4.4.3 Distance Measurement

All distances will be measured to the nearest metre using GPS coordinates, as determined using great circle distance on the WGS84 ellipsoid. If GPS coordinates are unavailable but accurate landing position information is available and accepted for scoring then a 1:100000 or 1:250000 topographical map maybe used to determine linear distance to the nearest 10 metres (rounding down).

All distances are measured from the start point, or launch in the cases where no start point is specified, via correctly controlled turn points for the purpose of determining a pilot's score. Please refer to the official scoring system, GAP, for further details.

4.4.4 Handicap Scoring

A competition may elect to provide individual or team handicap scoring.

Each pilot is assigned a handicap which represents their expected task score on a 1000pt task. This score is calculated from an average of their actual tasks results in AAA competitions for the past 5 years (where they are available). Each year is depreciated 20% if newer results are available. Pilots with less than 5 AAA tasks get a handicap score which is an average of the bottom 1/3 of the rest of the field. Where possible, individual handicaps shall be made available by the National Ladder maintainers and are updated after each AAA competition.

A pilot's handicap score for task shall be:

$$\text{TaskHandicapScore} = \text{PilotTaskScore} - \text{PilotHandicapScore} \times \text{TaskQuality}$$

This score may be negative! Their handicap score for the competition shall be the total of their task handicap scores.

Competitions are encouraged to run either team handicap scoring or individual handicap scoring to provide new and improving pilots a different perspective of their scores during a competition.

5 PENALTIES AND DISCIPLINARY ACTION

The Competition Director may penalise a competitor as described within these rules. These penalties may be in the form of an operational disadvantage, deduction of points, alteration of placing order, or disqualification.

Local rules that concern penalties for A and higher sanction competitions are to be approved, in writing by the Competitions Committee prior to the start of competition. The rule needs to state if the infringement is defined as technical, serious, or unsporting on application to the Competitions Committee. If there is no written approval of the relevant local regulation then all penalties applied during the competition will be in accordance with this section.

The Competition Director may impose penalties as a result of unsporting behaviour, unsafe behaviour, actions that may threaten the continued use of the site, or illegal acts

The Competition Director shall inform pilots as soon as practical that penalty or disciplinary action has been applied. The pilot's time for submission of protest shall commence from the time the pilot is notified.

Any penalty that is applied must be appropriate to the offence, and safety and sporting considerations must be weighed up when the severity of a penalty is considered. 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 indicated below, appropriate to the offence.

5.1.1 Technical Infringements

Technical infringements of rules or failure to comply with requirements caused by mistake or inadvertence where no advantage has accrued, or could have accrued to the competitor, should, as a guide, carry penalties leading to a reduction of not less than 2% of the best score or maximum available score for the task.

Technical infringements include issue such as making a mistake with flight verification, which does not favour the pilot, or inadvertently landing in an excluded zone, as long as no damage was done or advantage gained or safety jeopardised.

5.1.2 Serious Infringements

Serious infringements, such as dangerous or hazardous actions or repetitions of lesser infringements should, as a guide, carry minimum penalties leading to a reduction of not less than 5% of the maximum score for the task.

Serious infringements include issues such as mistakes causing loss or damage to someone else or their property, or a situation where loss or damage could be reasonably expected from the situation.

5.1.3 Unsporting Behaviour

Cheating or unsporting behaviour, including falsification of documents, [tampering with GPS track logs before submission](#), use of forbidden equipment, threatening other pilots of competition officials or repeated serious infringements of rules should, as a guide, result in disqualification from the sporting event. Unsporting behaviour issues include situations where an unsporting or dangerous situation is made on purpose, for whatever reason.

5.1.4 Cloud Flying

The Competition Director may penalise a pilot for flying in cloud according to the advantage gained (if any) and safety issues. Disputes regarding cloud flying are to be resolved when infringements are observed by any Competition Official or three independent pilots marking a waypoint on their GPS when they observe the infringement.

5.1.5 Application of Penalties

Any penalties involving a pilot's score will be applied on the day that the penalty is incurred, and then remain at the end of the competition. Penalties that may still 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.

5.1.6 Disqualification

Accumulation of 1000 or more penalty points shall lead to disqualification.

The Competition Director reserves the right to disqualify a pilot from the competition for unsafe flying, actions that may threaten the continued use of the site, illegal acts or unsporting behaviour towards fellow participants or competition officials.

5.2 Complaints and Protests

A complaint may be made to the organisers to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously.

- Complaints are to be made as soon as possible after the relevant situation has arisen. In any case, complaints will not be heard after 24 hours has elapsed from when the provisional scores for the affected round have been posted, except on the final round, where the time limit for any complaint is 30 minutes after the publication of the provisional task results.
- If the complainant is not satisfied with the outcome the pilot may make a protest in writing to the Competition Director or his Deputy.
- The time limit for protests is one hour after the results of the complaint, except that after the last contest task it is 30 minutes. The protest fee is \$AUD50. It will be returned if the protest is upheld.
- Protests over rules as printed or addendum as advised in accordance with the rules will not be accepted.
- All protests shall be heard by a protest committee of three persons independent from the Organiser, as per Section 2.6.
- The Competition Director shall announce the Protest Committee prior to the first competition task being attempted and the committee, including reserve will be published in accordance with Section 2.6.
- When a protest is made the Competition Director may appoint the reserve member to the protest committee if he believes that there is a substantial conflict of interests between the protest committee and protest submitted.
- Any decisions of the protest committee are final.
- No protests will be accepted after the final competition results have been declared.

6 GPS FLIGHT VERIFICATION

Competition flights are verified using GPS track-log evidence. It is recommended that Competitions use WGS84 Map Datum, with Latitude and Longitude using Decimal Degrees to 5 decimal places where possible. Any system of GPS flight verification must first be approved by the Competition Committee as being secure and suitable for the purpose of verifying competition flights. The Competition Organisation must advertise before hand what approved software will be used and the types of GPS instruments that will be supported. The verification means must show any start points and turn points claimed in the order specified on the day board, and some evidence of landing location.

6.1 GPS Use

Pilots must ensure they are using a GPS that is compatible with the flight verification software that is being used. The makes and models that will be accepted for flight verification during a competition will be publicised prior to the start of the competition.

6.1.1 IGC Standard Equipment

Competitors who wish to use IGC standard equipment are welcome to, provided the competitor provides all necessary hardware and software, and all IGC standards are properly followed.

6.1.2 Registering GPS Units

Pilots must lodge the make, model and serial number of all GPS devices that they intend to use during the competition with the competition scorer. If the device a pilot nominated is damaged during the competition the pilot may wish to use an alternative device. The competition organiser or launch marshal must be given the make, model and serial number of this alternative device prior to a pilot launching to fly a competition task for which the pilot hopes to use the device's track-log for verification.

The Competition Director must ensure that each pilot has a unique make, model and serial number combination (i.e. no pilots are sharing devices) and they or their assistants must check the device's make, model and serial number prior to every task verification. Any GPS submitted which does not match the lodged information will be rejected for verification.

6.1.3 Backup GPS

Pilots may submit two (or more) GPS units for flight verification to the competition scorer. If deemed necessary by the scorer, multiple track logs may be utilised, each covering part of the flight, so that the pilot's best possible score will be derived.

6.2 Sectors

The type of sectors used in a competition will be notified as per the published Competition Details. Competitions may be run on the basis of using a variety of different sector types so as to accommodate pilots with different equipment, and for different types of flight verification backup.

6.2.1 FAI Sectors

For GPS verification all FAI sectors may have extra regions of radius 100m added to the standard FAI sector (or a similar margin for error added to the track log point). Sectors that represent the start of timing must be in line with the next leg of travel (even if there is a turn point prior to the start point).

6.2.2 Cylinder Sectors

Cylindrical sectors may be used in competition. The radius of the sectors will be publicised at the general briefing, and if this is to be changed during the competition, the new radius will be publicised at the pilot briefing prior to the task. The task shall be measured as the shortest possible distance, passing through each of the cylinders, in the correct sequence.

6.2.3 Start and Finish Sectors

There are a variety of options available concerning start and finish sectors. Competitions will only use start and finish features available in the various approved software packages. A variety of different start and finish sectors may be used in a task so as to accommodate pilots with different equipment, and for different types of flight verification backup.

Pilots must be informed as to what options are available to them at the general briefing, and if this is to be changed during the competition, the new changes will be publicised at the pilot briefing prior to the task.

6.2.4 Virtual Goals

GPS goals may be “virtual goals”. That is, the goal co-ordinates that are advertised will be at an unmanned landing field. If the proposed landing field is in an area that is unfamiliar to the competition organisation, the task may be declared to have a virtual aerial goal, which means that the pilots need to arrive at goal with enough height to make a safe landing in a suitable area. Virtual aerial goals are to be avoided unless the task committee is aware of suitable safe landing options in the immediate area of the proposed goal.

6.3 Track Log

The pilot must provide an unambiguous track log that shows without doubt that the data was collected;

- By the pilot of the hang glider on the flight in question.
- Of the declared turn point from the correct location in the correct sequence.
- Between the takeoff and landing.
- With all relevant information being present on the track log.

6.3.1 Start Points

The track log must show for any start point that is claimed for the flight, one of the following:

- A track log point or points within the start sector. The start time is then taken from the last (in time) point within the sector
- A pair of track points or a track point and a way-point not more than 60 seconds apart for which a straight line drawn from the first point to the second point is then interpolated (constant speed being assumed). The start time is then calculated from when the pilot crossed the edge of the sector.

6.3.1.1 Failure to Produce a Valid GPS Start Time.

If the launch is within the start sector, and the pilot launches during the start window, but fails to provide proper evidence of start time, then the pilot is awarded a start time equal to the start window open time. If using GAP the pilot's elapsed flight time is then moved so that it begins at the time of the first start time of the pilots in goal (so that the Departure Point system is not compromised). If the pilot's new (artificial) goal time is outside of the advertised goal closing time, the pilot is awarded goal distance only. When using OzGAP, the window open time will be used as the pilot's start time.

6.3.2 GPS Turn Points

Pilots need to record track log points within the turnpoint sector. If the straight line between consecutive pairs of points, that are not more than 60 seconds apart, passes through the sector, the pilot is deemed to have achieved the turnpoint.

Manually created waypoints (“Mark & Enter”) are not allowed for flight verification, except for C sanction competitions or lower. Where allowed, the time and position of the waypoint must be consistent with the claimed flight.

6.3.3 GPS Goals

The track log must show for any goal crossing that is claimed for the flight, one of the following: A track point or points within the goal sector. The finish time is then taken from the first (in time) point within the sector. A pair of track points or a track point and a way-point not more than 60 seconds apart for which a straight line drawn from the first point to the second point is then interpolated (constant speed being assumed). The finish time is then calculated from when the pilot crossed the edge of the sector. The finish time may also be calculated from the extrapolation of a pair of points immediately prior to the goal, provided that the

extrapolation crosses the goal line (a constant speed is assumed). Where both GPS timing and manual timing is used, the local rules (or the task briefing) will state which method of timing has precedence in the event of a clash (ie. There is a difference in the recorded GPS time and the manually recorded time).

Where GPS flight verification is used to determine finish times, the time will be interpolated from the pair of track-log points prior to and after crossing the edge of sector gate (a constant speed is assumed).

6.3.3.1 Goal Witness

A competition official can witness a pilot landing. For the purpose of verification rules, this landing position can be considered as a single track log point with no time which may be added to any existing track log provided by the pilot.

6.4 GPS Flight Verification

For a GPS track-log to be considered valid:

- Track-log points must contain GPS time, GPS latitude, GPS longitude and GPS altitude information.
- It must contain on average at least 1 point for every five minutes of on course flying time (points taken prior to the start and after goal are not counted). E.g. a 2 hour flight must contain at least 24 track-log points between the start (launch or start point) and goal or the end of the flight.

The verification software will confirm that all points used to verify the flight occurred at reasonable times (e.g. on the day in question, between the start of the task and the end of the task, and showing the correct chronology of start and turn points). If a track-log contains breaks of more than one minute then it must be checked for vertical and horizontal height limit infringements, this is detailed in Sections 6.4.7 and 6.4.8.

6.4.1 Claiming Best Distance on Task

If goal is not achieved, the end of flight may be taken as the track-log point closest to the next target (not achieved), or the landing position (whichever gives a better result). If the task is an open distance, the end of flight will be the track-log point that gives the pilot his best position according to the type of open distance being used. The time of the track log point chosen, as the finish of the flight must be consistent with the flight being claimed and any "land by" times that may be in force.

6.4.2 Rejection of Track Log

The Competition Director has the discretion to reject any track-log, or part thereof, if he feels it does not show sufficient evidence that the claimed data is genuine.

6.4.3 Time Based Dispute

If a pilot has undisputed track-log points in the start or finish sector, but does not have a proper track-log which actually crosses the edge of the sector, the pilots start or finish time may be determined from the best evidence that the pilots GPS has recorded in respect to the sector.

If a pilot cannot provide evidence that he launched and or started during the start time window, either by correctly obtained GPS evidence or by the records of the competition, then the pilot is awarded minimum distance for the round.

If a pilot fails to provide evidence of finish time when required, then the pilot is awarded distance points only. If a "land by time" is in effect, or if the task is stopped, then all pilots will have their finish of flight determined by the last valid point (in time) on their track logs that is before the stated land by or task stop time.

6.4.4 Authenticity Dispute

If the competition director rejects the track-log, or part thereof, on the grounds that she/he feels it does not show sufficient evidence that the claimed data is genuine, then the pilot is awarded zero points for round.

6.4.5 Missed Flight Feature

If the track log downloads successfully and shows that pilot has missed feature/features that the pilot was claiming. The backup(s) track log is checked. If no backup(s), or if backup(s) fails, pilot's flight is awarded as the "best flight" that the GPS evidence allows.

6.4.6 Errors in Co-ordinates

If an error is identified in the co-ordinates supplied by the competition organiser, and there is a difference between the co-ordinates of the named feature and the supplied co-ordinates, the correct co-ordinates will be found and then either the named feature or the supplied co-ordinates can be used for flight verification.

6.4.7 Possible Vertical Height Limit Infringements

To determine whether a vertical height limit could have been broken, calculate the maximum achievable height during the track-log break using the following formula:

$$H_{max} = \frac{(h_1 + h_2 + 5 \times t)}{2}$$

H_{max} = maximum achievable height during the track log break

t = Time between track log point in seconds

h_1 = height at start of break, h_2 = height at end of break

A GPS error margin of 100m is allowed for vertical height infringements.

6.4.8 Possible Horizontal Height Limit Infringements

To determine whether a horizontal height limit could have been broken, calculate the minimum distance from the track log point immediately before the break, to the height space boundary, and back to the track log point immediately after the track log break. This can be quite complicated, however the scorer may determine this *ClosestDistance* visually from an airspace chart. The following formula is then used to determine if a pilot may have infringed horizontally:

$$PossibleDistanceFlown(m) = t \times 20$$

t = Time between track log point in seconds

ClosestDistance is the minimum distance in metres from one track log point to the airspace boundary and back to the next track log point measured by the scorer. If *PossibleDistance* is greater than *ClosestDistance* then an infringement is considered to have occurred.

A GPS error margin of 100m is allowed for horizontal infringements.

6.5 Pilot Responsibilities

The pilot must ensure that he has equipment that is secure and compatible with the approved GPS flight verification software that is in use. Pilots will be required to correctly set up the operating parameters of their GPS instruments. Failure to correctly set up their GPS instruments may lead to penalties being applied. All GPS that can be manually set to 3D mode, must be set to 3D mode for track log acceptance.

7 NATIONAL LADDERS

7.1 Objectives

The objectives of the National Ladder are:

- To provide a ranking list of Hang Glider and Paraglider pilots who have participated in recent Hang Gliding and Paraglider competitions;
- To encourage and maintain interest in the competitive aspects of the sport of Hang Gliding and Paragliding; and
- To foster the development of competition skills; and
- To assist with the selection of pilots to participate in competitions where entry is limited.

All sanctioned competitions will be utilised to calculate the ladders. Separate ladders are maintained for Hang Glider pilots and Paraglider pilots. Any competition organiser wishing to include the results of a competition in the ladder must obtain the sanction of the Competitions Committee.

7.2 Ladder Points Calculation- Hang Gliding

7.2.1 Competition Run as Single Group

National ladder points for valid rounds will be as follows.

$$\text{Comp Ladder points} = \text{Comp Sanction points} \times \text{Comp Validity}$$

The pilot's ladder points for a competition run without elimination rounds and where all rounds contribute to the total score is calculated from

$$\text{Pilot ladder points} = \text{Comp Ladder Points} \times \text{Pilots Final score} / \text{Winners Final score}$$

Note that the winner's final score is the score of the highest placed Australian pilot.

7.2.2 Competitions with Elimination Rounds and Normalisation

Where a competition is conducted with elimination rounds and a redistribution of pilots (with pilots who fail to make the final rounds competing as a separate group), then the pilot's ladder points will be calculated on the following basis:

7.2.2.1 Pilots who qualify for the final group

$$\text{Pilots Ladder Points} = \text{Comp Ladder Points} \times \text{Pilots Final Score} / \text{Winners final Score}$$

7.2.2.2 Pilots who fail to qualify for the final group

$$\text{Pilots Ladder Points} = \text{Comp Ladder Points} \times \text{Pilots Final Score} / \text{Winners Final Score} \times \text{Factor}$$

Where the factor above is chosen so that:

$$\text{Factor} = \frac{\text{Ratio}^2}{\text{Ratio}^1}$$

Ratio^1 is calculated at the end of the elimination rounds from the average normalised score of Australian pilots who make the final group divided by the average normalised score of Australian pilots who have flown in at least half the elimination rounds and who fail to make the final group; and

Ratio^2 is calculated at the end of the competition from the average final score of Australian pilots who make the final group (and fly in at least half the final rounds) divided by the average final score of Australian pilots who fail to make the final group and who fly in at least half the rounds conducted

for these pilots after the cut is made.

7.3 National Ladder - Hang Gliding

- Hang gliding (class 1, 2, 4 and 5) will use competition based ladder calculation.
- The National ladder shall be calculated using the sum of the pilot's best three 'Comp Ladder Points' results over the previous three seasons, with competitions from previous seasons devalued according to the scheduled sanction devaluation, see Section 7.5.2.
- For inclusion in the national ladder FTV be applied to all AAA and AA comps in the 2007/08 season before they are added to the national ladder. This was optional for lower sanction competitions during this season. From the 2007/2008 season onwards FTV use at individual competitions is optional and these results will be included in the National ladder.
- The National ladder will be calculated using the scores of only the Australian pilots as defined by their sporting licence nationality.
- The National Champions will be awarded from the results of this ladder.

7.3.1.1 International Competitions

Pilots may include one international CIVL Cat 1 or 2 competition on the National Ladder each year. This competition can be worth at maximum AA points (360 points before any Annual Sanction Devaluation, see Section 7.5.2) on the Australian HG ladder. The competition winner's score, not the top placed Australian pilot, is utilised to determine the pilot's ladder points as described in Section 7.2.

Australian ladder validity rules, see Section 7.5.3, will apply (a nominal competition validity of 4.0 based on their GAP parameters). There must be at least 60 pilots entered in the competition for the competition result to be entered on the Australian HG ladder.

Only competitions starting after 24 Aug 2008 can be included. Pilots must notify the ladder coordinator of any competitions they wish to include. The results of a competition must be verifiable with the FAI, and the sum of the competition task quality must be available to the Competition Committee. It is the responsibility of the pilot to ensure this information is available in a verifiable fashion.

7.4 National Ladders - Paragliding

Paragliding uses two competition based ladders. Each year a round-based National Ladder is calculated to rank the best performing pilot during the current season. The Team Selection Ladder is utilised where an Australian team needs to be selected for international competitions, such as the World Championship. The Team Selection Ladder is a competition-based ladder calculated over a two year window.

7.4.1 National Ladder

Paragliding (class 3) will use a round based ladder calculation:

- The National Ladder shall be calculated using the FTV mechanism, to a value of 70% of the total AAA validity for that season. This determines the sum of the pilot's best rounds, to that validity, for that season, with a maximum of five rounds taken from any one competition.
- The National Champions are awarded based on this National Ladder.
- Any one paraglider flight cannot be used for more than one event that scores on the national ladder.

7.4.1.1 Round Based Ladder Calculation

National Ladder points for valid rounds will be as follows:

- *Round Ladder points = Comp Sanction points x Day Quality Factor*
- Round Based National Ladder points (for each round) are calculated using the following formula:
Pilots Round ladder Points = Round Ladder Points x Pilots Score / Winners Score

Note that the winner's score is the score of the highest placed Australian pilot, as defined by their sporting license nationality.

7.4.2 Team Selection Ladder

7.4.2.1 Purpose of Team Selection

The primary purpose of the Team Selection Ladder (TSL) is to select a team that is capable of winning the World Championship for Australia. Additional sub-goals include:

- Select individuals who have the ability to become individual world champion.
- Select pilots who will improve Australian paragliding by sharing their experience and knowledge with other pilots in the country.

7.4.2.2 Calculating Team Selection Scores

A pilot's team selection score will be the sum of a pilots Australian competition placing scores (see Section 7.4.2.3) where the sum of the quality of those competitions is no more than the Total TSL Quality (see Section 7.4.2.4).

A pilots best competitions (or part thereof), with a total quality of no more than the Annual TSL Quality (7.4.2.5), flown in the previous year shall receive full score, other competitions (or part thereof) shall be devalued by 10%.

No more than 5 competitions may be included in a pilot's score.

7.4.2.3 Pilot's Competition Placing Score

A pilots competition placing score shall be calculated by:

$$PilotPlacingScore = \frac{PilotCompScore}{TopAusPilotCompScore} \times CompValidity \times CompSanctionValue$$

PilotCompScore – a pilots total score for the competition

TopAusPilotCompScore – the top Australian pilots score for the competition

CompValidity defined in Section 7.5.3

CompSanctionValue – the Australian sanction value of the competition

A pilot may include a percentage of a competition in order to maximise, but not exceed, the sum of the quality of the competitions they have flown.

7.4.2.4 Total TSL Quality

The Total TSL Quality is the sum of all AAA competition validity in the two years prior to the TSL cut off date:

$$Total\ TSL\ Quality = \sum_{t-2}^t AAACompValidity$$

t = TSL cut off date

t-2 = 2 years prior to TSL cut off date

AAACompValidity = *CompValidity* of AAA Competition

7.4.2.5 Annual TSL Quality

The Annual TSL Quality is the sum of all AAA competition validity in the year prior to the TSL cut off date:

$$Annual\ TSL\ Quality = \sum_{t-1}^t AAACompValidity$$

t = TSL cut off date

t-2 = 2 years prior to TSL cut off date

AAACompValidity = *CompValidity* of AAA Competition

7.4.2.6 International Competitions

In order to recognise overseas experience, a pilot may include up to two competitions, with a combined quality of no more than 33% of the Total TSL Quality, from competitions flown outside of Australia. These competitions must be recognised as FAI Category-1, FAI Category-2 or Paragliding World Cup competitions which were flown with a minimum number of 80 pilots participating in tasks with a *CompValidity* of at least 2.0.

To receive the score an application must be made directly to the Competition Committee for that competition to be recognised for TSL purposes. The results of a competition must be verifiable with the FAI, and the sum of the competition task quality must be available to the Competition Committee. It is the responsibility of the pilot to ensure this information is available in a verifiable fashion.

The pilot's placing score shall be calculated by:

$$PilotPlacingScore = \frac{PilotCompScore}{TopPilotCompScore} \times CompValidity \times SanctionValue$$

PilotCompScore – a pilots total score for the competition

TopPilotCompScore – the first placed pilots total score for the competition

CompValidity defined in Section 7.5.3.

SanctionValue –

- Category-2 competitions shall equal *Australian AAA sanction value*,
- Category-1 and PWC competition shall equal (*Australian AAA sanction X 1.22*)

Results of FAI Category-1 Paragliding World Championships shall be automatically recognised by the Competition Committee

7.4.2.7 Sanctioning Other Competitions

Other FAI Category-1 or Paragliding World Cup competitions flown inside Australia may also be recognised for TSL purposes at the discretion of the Competition Committee

In order to foster competition with other regional nations (such as New Zealand) the Competition Committee may recognise other national Category-2 competitions as equivalent to an AAA competition, irrespective of the number of participating pilots, for TSL purposes providing an application is brought to the Competition Committee at least 8 weeks before the competition and Australian pilots are publicly informed.

7.5 Ladder points calculation - General

The National Ladders will be calculated once each year, utilising HGFA sanctioned competitions completed at the end of the financial year and will remain unchanged until the end of the following financial year.

7.5.1 Competition Sanction Points

Competition Sanctions points for competitions completed in the most recent one year period will be determined from the level of sanction awarded by the Competition Committee. The competition sanction points for competitions from the prior year will be devalued in accordance with Section 7.5.2.

7.5.2 Annual Sanction Devaluation

Competition sanction values will be devalued on a year-to-year basis, whereby the sanction given to a competition will be devalued by a factor of 0.8 for HG and 0.9 for PG once the corresponding competition is run in the next season. If there is any ambiguity as to what constitutes the "corresponding competition", the Competition Committee will make a ruling. No "corresponding competition" held at the same venue in different seasons may be at the same level of devaluation.

7.5.3 Competition Validity

When the sum of the daily round validity factors is less than or equal to the *nominal competition quality* the validity of the competition shall be computed using the formula:

$$CompValidity = \frac{\sum DailyDayQualityFactors}{NominalCompQuality} \leq 1$$

When the sum of the daily round validity factors is greater than the *nominal competition quality* the Comp Validity of the competition shall be equal to 1.

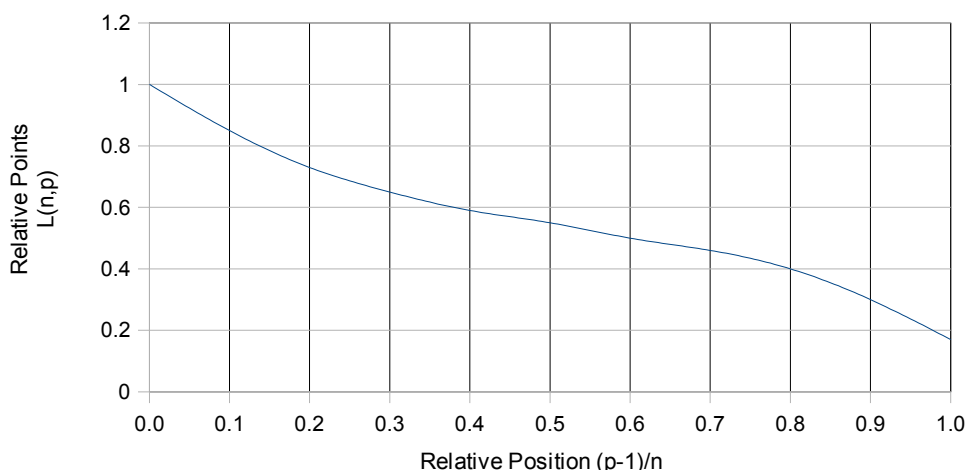
Hang Gliding competitions use a nominal competition quality of 4.0, Paragliding competitions use a nominal competition quality of 3.0.

7.6 Where Alternate Rules and Scoring Systems are Used

Where the Competition Committee has sanctioned the inclusion of a competition with alternate rules and/or scoring systems, then the pilot's ladder points shall be determined from the following:

$$Pilot\ Ladder\ Points = Comp\ Points \times Relative\ Points$$

Where Relative points is determined from the graph below.



This graph has been determined from the distribution of scores in a number of competitions run in accordance with the standard rules and scoring systems. The graph is used so that the spread of points for competitions scored with alternative scoring systems, (For example when pilots are able to drop their worst round(s) the final scores become compressed) approximates the spread for the standard scoring system. For computational accuracy the pilot's ladder points should be calculated from the following equation:

$$Pilot\ Ladder\ Points = Comp\ Points \times \{ 1 - 1.8559(p/n-1/n) + 2.747(p/n-1/n)^2 - 1.729(p/n-1/n)^3 \}$$

Where:

- p is the pilot's overall position in the competition (including non Australian Pilots); and
- n is the maximum number of pilots entered in the competition (including non Australian Pilots).

8 PILOT GRADING

8.1 Pilot Grading

The pilot grading scheme had been introduced to encourage pilots new to competition, however this system is being replaced by glider sub classes as a means of encouraging competition between pilots of different skill levels.

8.1.1 A grade pilot HG

- Hang Glider pilots whose best, calculated ranking was less than or equal to 50 at any time between 1 April 1988 and 1 April 1999.
- Then thereafter, any pilot who falls within or equal to the top 20% of the ranked pilots with more than 100 ladder points at any time.
- All overseas pilots including pilots who were formerly classed as overseas competitors.

8.1.2 B grade pilot HG

- Other pilots whose best ranking was greater than 50 within the period from 1 April 1988 to 1 April 1999.
- Then thereafter, their best ranking was outside the top 20% of the ranked pilots with more than 100 ladder points.

8.1.3 C grade pilot HG

- Other pilots whose best calculated ranking was outside the top 40% of the ranked pilots with more than 100 ladder points.

8.2 National awards

8.2.1 Australian Champion

The pilot ranked one on the National Ladder in each class, as calculated in Section 7.5, will be declared "Australian Hang Gliding Champion" or "Australian Paragliding Champion".

8.2.2 Women's Champion

The highest ranked female pilot on the National Ladder in each class, as calculated in Section 7.5, will be declared "Australian Women's Hang Gliding Champion" or "Australian Women's Paragliding Champion".

9 NATIONAL TEAMS SELECTION

9.1 Introduction

The selection procedures contained in this section are to be followed when it is necessary to select a team that will be representing Australia in International competitions where entry is limited and the Organiser does not invite individuals to compete. All sections apply to both Hang Gliding and Paragliding except those individually titled. If a competition requires two team selections (eg. entered team and smaller scoring team) then the same team selection criteria will be applied to select each of the teams.

9.2 Team Selection Process

- a) The relevant National Ladder for the purpose of team selection is calculated to include all Australian sanctioned competitions which have the last scheduled competition flying day finishing 3 calendar months prior to the official starting date of the International competition.
- b) In performing this interim calculation, devaluation of competition ladder points from prior seasons will only be done if the corresponding competition in the current season has been concluded at the time the calculation is being performed. (Eg. Aust Open would be a corresponding competition even if at different venue and/or time of year.)
- c) The size of the team is specified by the Organiser of the International Competition.
- d) Gender is not considered unless gender requirements are not fulfilled. In such circumstances the committee shall determine the team composition.
- e) All team positions are secure except for the last male and last female position, which are challengeable by eligible pilots under exceptional circumstances.
- f) Pilots eligible for team selection and pilots eligible to challenge for a team position are specified in the table in Section 9.2.3.
- g) Any requirements for reserve pilots shall not be considered in determining the last challengeable position. Any reserve positions will be filled from the relevant National Ladder, in accordance with the procedures laid down in this Manual and is also subject to challenge in exceptional circumstances.
- h) The initial nomination of teams shall occur as soon as possible after the calculation of the relevant National Ladder, as described above or three months prior to the competition starting date, which ever is latest.
- i) The Competition Committee shall determine the dates by which a final team selection is to be made and 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.
- j) All pilots selected as part of any team or squad are required to enter a written agreement (contract) with the HGFA that, amongst other things, requires them to abide by any decisions of the Team Selection Panel.
- k) The selected team for the most recent FAI World Championship remains the Australian Team until the next team is selected, for promotional, sponsorship and media purposes.

9.2.1 Hang Gliding

Hang Gliding team selection will be based on the Hang Gliding National Ladder as described in Section 7.3 and timing of calculation as per Section 9.2.

9.2.2 Paragliding

Paragliding team selection will be based **solely** on the Team Selection Ladder described in Section 7.4.2 with the time of calculation as per Section 9.2.

9.2.3 Eligible Pilots

Pilots eligible for National team selection and right to challenge for the last team position.

Team to be selected	Eligible pilots – team & challenge
For OPEN Hang Gliding Competitions	A grade National Ladder pilots ranked in the top 20 or ranked in a group that is two times the team size (whichever number is the larger)
For WOMEN Hang Gliding Competitions	Female National Ladder pilots ranked as A grade pilots For WOMEN Hang Gliding
For Paragliding OPEN Competitions	Team Selection Ladder pilots ranked in the top 20 or ranked in a group that is two times the team size (whichever number is the larger).
For Paragliding WOMEN Competitions	Team Selection Ladder pilots ranked amongst the top 10 female pilots or ranked in a group that is two times the team size (whichever number is the larger).

9.2.4 Notification Letters

As soon as the nominated team is identified, the HGFA General Manager shall send letters of notification and contracts to pilots. These letters shall be as follows:

9.2.4.1 To pilots who hold secure positions

A letter of confirmation, this shall include details of the date by which a pilot must indicate that they wish to take the place on the team, by returning a signed contract (normally 14 days from the date of the letter).

9.2.4.2 To pilots who hold positions subject to challenge

A letter of confirmation, conditional that there are no successful challenges.

If a bona fide challenge is received by HGFA, a letter will be issued to the challenged pilot, with a copy of the challenge, giving the right to respond and requesting they submit information (in writing) for the consideration of the Team Selection Panel. This letter shall include explanation of the basis that a challenge is being considered, the time by which the information must be provided (normally 14 days from the date of the letter) and an indication of their willingness or otherwise to be a reserve if not selected.

9.2.4.3 To those pilots who are able to challenge

Any pilots eligible to fill a position subject to challenge must apply to be considered for this position. A letter indicating that they have the right to challenge for a position on the National team and/or be considered as a reserve will be sent to these pilots. The letter shall include details similar to that required in 9.2.4.2 above.

9.3 Challenges

As soon as practical after expiration of the period during which challenges may be submitted the General Manager shall:

- If no challenges have been received, confirm the team; or
- If challenge applications have been received, convene a meeting of the Competition Committee to consider the challenges.

9.3.1.1 Accepting a Valid Challenge

- a) The last position of each gender is challengeable by any of the pilots with the right to apply (see 9.2.3) if they consider exceptional circumstances exist.
- b) The Competition Committee will evaluate the reasons for a challenge on the basis that a Pilot has not been able to compete in any competitions that could have contributed to the pilot's current Team Selection Ladder ranking, due to exceptional circumstances. The reasons need to have been due to

circumstances beyond the pilot's control (such as physical injury) and not due to personal, financial or work commitments. The onus is placed on the challenging pilot to provide evidence to show valid reasons for an insufficient ladder placing due to non-attendance at any competition(s) or inability to compete.

- c) The Competition Committee will review all challenges and decide by a simple majority whether the challenge is valid.
- d) Any Competition Committee member who is either being challenged or challenging for selection may not vote.
- e) If a bona fide challenge is accepted by the Competition Committee, the challenged pilot will be given a copy of any challenge and given the right to respond to any challenge.

9.3.1.2 Assessing a Challenge

- a) The Team Selection Panel (see 9.4) will determine the success of the challenge.
- b) If a challenge is accepted by the Competition Committee, the General Manager shall convene a meeting of the Team Selection Panel who shall assess the challenge using the guidelines in Section 9.5 and select the team.
- c) The Team Selection Panel shall make all decisions by way of a simple majority.
- d) The decision of the Team Selection Panel shall be final - no pilots have the right of appeal.

9.4 Team Selection Panel

The Team Selection Panel shall consist of three persons as follows:

1. The person as appointed by HGFA board, typically the coach;
2. A representative from the Competition Committee (as elected by this committee) who shall represent the collective view of the committee; and
3. The pilot ranked in first position of the National Ladder for the team for which selection is to be made, who shall represent the collective view of those pilots whose position on the team are secure. Where the team size is one this third position shall be taken by a person, appointed by HGFA, who shall represent the collective view of those Pilots with the right to challenge the position. Any person challenging for selection may not serve on the Team Selection Panel.

9.5 Guidelines for Pilot Comparison due to permitted Challenge

Where the Team Selection Panel must compare pilots due to a challenge application being permitted by the Competition Committee, the criteria as shown below, shall be used.

The challenging pilot must clearly be performing ahead of the challenged pilot in the current season.

1. Current National Ladder position.
2. Current form:
 - Good position in recent competition(s)
 - Recently gained Australian or World records
 - Other examples of a high level of competitive skill
3. Effects of injury on performance:
 - Is the pilot carrying injuries that may affect future competition performance?
4. Knowledge of the opposition:
 - Is the pilot familiar with the identities and tactics of the opposing pilots?
5. Previous experience at an International level:
 - Is the pilot familiar with the pressures of flying in foreign environments?
6. Previous experience at the site.
7. CIVL International ranking.
8. Indicated potential of upcoming newer pilots.
9. The need to give new pilots overseas experience.
10. A pilot's willingness to extend his experience through private means.
11. Ability to work as a team member.

The emphasis of the criteria is not fixed, but in general for FAI category 1 competitions, the strongest possible team will be sent. In FAI category 2 competitions, pilots new to the international competition scene may be given preference.