

PARAGLIDING WORLD CUP
ASSOCIATION
INTERNATIONAL COMPETITION RULES



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1 PREAMBLE

The PWCA is an association of pilots (PWCA members). The PWCA is a non profit organization. All incomes are invested in better competition organization.

The pilots general assembly is electing the PWCA committee according to the PWCA statutes. Each pilot must become a member of the PWCA by paying an annual subscription fee of 30 euros.

The purpose of the Paragliding World Cup is to provide safe, sportive and fair flying, to determine the PWCA World Champions, male, female and team.

All competition pilots in the World have the right to take part to World Cup events. The selection is based only on sportive aspects.

All pilots fly under their own responsibility.

All pilots accept without restriction to hold the Organizers, PWCA, its bodies and members harmless and waive all claims to compensation.

All pilots participating in a World Cup event accept these rules in their entirety.
In case of ambiguities, the spirit of the rule prevails.

Political and religious promotion is prohibited.

PWCA CONTACT :

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PARTNERS :

Partners can support the Paragliding World Cup Association by paying a subscription defined by the PWCA Committee.

Partners will be mentioned on the official rankings of World Cup events, on all results, on backdrops, on banners, on the Paragliding World Cup Web Site and in potential magazine advertisings. Other sponsoring opportunities are available.

2 GENERAL

2.1 Duration

A World Cup event consists of one registration and training day, usually on Saturday, followed by 7 competition days from Sunday to next Saturday. The prize giving ceremony takes place on the night of the last competition day or sooner in case of task cancellations.

- Schedule :

All events must be advertised from the registration day to the last flying day.

e.g. : Pre-World Cup 5-11 july 2009 means :

Sunday 5th = registration.

Monday 6th = first task.

Saturday 11th = last task and prize giving.

- Pre World Cups, Opens... :

To coordinate the calendar and allow pilots transportation inbetween events, all competitions (Pre-World Cups, Opens,...) are advised to start with registration on Sunday (6 days event) or Monday (5 days event) and finish competition on Saturday (last task and prize giving).

- Resting Time :

A minimum rest period of 8 hours should be available for 90 % of the pilots between GPS download after the task and transport departure to the take off the next day.

- Superfinal :

A rest day will be fixed after 5 consecutive days of flying except on the two last days.

To adapt to the weather forecast, if necessary, this rest day can be postponed one day, on MD and TD decision.

2.2 Number of Tasks

After 6 tasks scored on 1000 points, 10 in Superfinal, the competition is finished.

2.3 Participants

All competing pilots must be qualified to meet the demands of an international paragliding competition.

Civil ID is only necessary in order to be included in Civil rankings.

2.4 Insurance

All participants must have insurance cover (to include all hospital expenses, rescue and repatriation) or a similar personal accident insurance as well as a third part liability insurance with an insured limit of a minimum of 800.000 Euros or foreign currency equivalent.

2.5 Number of Participants

- WORLD CUPS :

The maximum number of pilots participating is fixed at 125 pilots. This number includes up to 5 wildcards for the organizer and up to 3 wildcards for the PWCA.

Additional pilots can be selected for overbooking reasons.

At least 10% of the places are reserved for female pilots.

Places of pilots not showing up at the competition cannot be taken by other pilots.

The World Cup Office will carry out the participant's selection in accordance with Appendix A.1.

- SUPERFINAL :

The 100 best pilots of the year are selected.

The 10 best female pilots, as a minimum, are selected.

The World Cup Office will carry out the participant's selection in accordance with Appendix A.2.

The former PWCA and Fai world champions and also the current PWCA and Fai continental champions are invited (male and female).

In case of cancellations, some places can be reallocated in accordance with Appendix A.2

Applications for wildcards and Superfinal invitations should be submitted to the World Cup Office at least 8 weeks before the competitions.

2.6 Local regulations

Local regulations are the rules prepared by an organizer. They must not conflict with PWCA rules and have to be submitted for approval by the PWCA and the TD (Technical Delegate) at least 3 months before the event. They will be published on the World Cup web site.

2.7 Official Language

The official language of all World Cup events is English.

2.8 Ecology

The PWCA, pilots and organizers, are aware of the global ecological impact of paragliding competitions.

To limit this impact, the World Cup format has been updated to slightly reduce the number of international flights.

Other actions :

-Pilots are encouraged to share transports when possible. This can be done on the PWCA travel forum <http://www.paraglidingworldcup.org/forum>.

-When available, reusable plastic bottles « Platypus », with the Paragliding World Cup logo,

will be offered to the pilots for free. Organizers must inform about the water quality and the places to refill the bottles (this can save more than 1500 plastic bottles each week).

- As far as possible, lunch packets must be prepared (possibly in the take off area) with a minimum of disposable and packing material

- Printed documents quantity must be reduced : e.g. tourism leaflets and brochures must be available only on request and returned when not used.

- When available, a poster for recycling & environment issue will be posted in headquarters, etc ...

3 PILOT EQUIPMENT

3.1 Gliders and “Permit to Fly”

Pilots are responsible for the choice and maintenance of their flight equipment.

Pilots must fly with the same glider during one event. In special cases (lost luggage, damaged equipment, etc) the TD can allow a glider change during the event.

All gliders must at least match the minimum theoretical resistance defined below, and can be:

- Type A: Certified with no change after production
- Type B: Non certified gliders produced in more than 10 pieces with no change after production
- Type C : All other gliders

Pilots flying with type A and B, do not need any documentation.

Pilots flying with type C must bring at their first competition registration the following data, called “Permit to Fly” (template available on the World Cup Web Site), issued by the manufacturer, including :

- name and full address of the manufacturer
- name of the pilot allowed to fly the prototype glider
- serial number of the prototype glider
- expiry date of the document (valid until December 31st of the current year)
- line specifications including material and diameter for top, middle and bottom lines
- Load calculation showing a minimum theoretical strength of the lines set up
- manufacturer requirements for the glider maintenance (interval for changing the lines, weight range to fly, check interval, etc) signed by the pilot
- manufacturer agreement for the pilot to fly this prototype, signed by manufacturer.

It is the manufacturer's responsibility to choose which pilots are flying with his prototypes.

It is the pilot's responsibility to have all the needed and valid documents.

The type C gliders can be worked on or improved between each event but the pilot is not allowed to make any modifications affecting structural integrity during the competition. If a structural modification has been done between 2 competitions a new updated “Permit to Fly” must be provided.

3.2 Communication Equipment

Radios (2 meters band) are mandatory and must be used for safety purpose only.

All pilot radios must be tuned on the safety frequency.

Voice activated microphones (VOX operated) are prohibited.

Pilot not fulfilling these requirements can be grounded.

3.3 Protective Equipment

Every competitor must wear a protective helmet and carry an emergency parachute during all flights.

The use of certified helmets (EN 966) and effective back protections are highly recommended. It may be enforced before the Superfinal on PWCA committee decision.

3.4 Pilot Number

Stickers for numbers are provided free of charge at the first registration. From 1 to 100, the numbers depends on the position of the pilot in the World Cup overall ranking of the previous season.

Each glider must be equipped with a competition number which is black, vertical height 500 mm and 50 mm thick, fixed in the center of the lower surface near the leading edge.

Only the TD can allow a number of different color & size or fixed in another place.

3.5 World Cup sponsors equipment

The World Cup may provides logos or equipment (like speed arms, or stickers ...) to promote World Cup partners or the Paragliding World Cup itself.

In this case it is compulsory to wear this equipment, without covering these logos on purpose.

This equipment is provided by the World Cup Office, free of charge for the first time after payment of the PWCA membership fee.

4 WORLD CUP RANKINGS AND PWCA CHAMPIONS

The overall result of each pilot is calculated with his/her best scores. Discards are used to encourage individual tactics and improve overall safety of the competition. It allows pilots to give up when encountering unsafe situations as their overall result will not be affected.

- NUMBER OF TASKS IN WORLD CUPS

World Cups : After 3 tasks, there will be one discard.

After task 3, « non 1000 pts » tasks are equivalent to discards.

There is no additional discard on the last scheduled day of the competition.

E.g. :

-When 1 or 2 tasks are validated, all tasks are counting for overall scoring (whatever the score of the tasks)

-With 3 validated tasks, there is one discard : 2 tasks are counting for overall scoring (whatever the score of the tasks)

-With 4 validated tasks :

If all tasks are « 1000 pts, 3 tasks are counting for overall. If all tasks are NOT « 1000 pts », 2 tasks are counting for the overall.

-With 5 validated tasks :

If all tasks are « 1000 pts, 4 tasks are counting for overall.

If not all tasks are « 1000 pts » 3 tasks are counting for the overall.

-In case of 6 « 1000 pts » tasks, there will be no additional discard on the last scheduled day.

- NUMBER OF TASKS FOR SUPERFINAL

After 3 tasks, there will be one discard.

After 6 « 1000 pts » tasks, there will be 2 discards.

After task 3, « non 1000 pts » tasks are equivalent to discards.

There is no additional discard on the TWO last scheduled days of the Superfinal.

- CONTINENTAL TOURS

The continental champions (Africa, America, Asia/Oceania, Europe), female, male and team, are awarded according to the continental World Cup calendar.

In 2009 :

America : Winners of American World Cup (Brazil).

Asia : Winners of Asian World Cup (Korea).

Europe : Sum of the 2 best scores in European events (Turkey, France, Croatia).

Each fully validated World Cup is normalized to 1000 pts.

Example in one World Cup (in Europe) :

Pilot X is winning the first event with 3500 pts. For the tour, he will score 1000 pts.

Pilot Y is fifth with 3450 points, he will score $(3450/3.5)$ 986 pts.

In the three Europeans comps these two pilots are scoring :

X = 1000, 830, 940

Y = 986, 940, 1000

Conclusion :

Their European final result are (sum of 2 best scores) :

X = 1940 pts

Y = 1986 pts

Y becomes the 2009 PWCA European champion.

4.1 World Cup trophies

Awards, material prizes, certificates, etc., for each event must be provided by the World Cup local Organizer

4.2 Superfinal trophies

Trophies for the first 3 pilots and the first 3 female pilots in the Superfinal will be awarded by the PWCA and the Superfinal organizer.

The team, male and female winners of the Superfinal will be awarded the titles of PWCA World Champions.

4.3 Team rankings

« Team » stands for PWCA partners or any other team entering a World Cup. It must not be mistaken with national teams (see 4.4).

A team is composed of 3 pilots plus one possible additional female pilot. These pilots can change from one competition to another. One pilot can only participate into one team.

One team entry fee is 1000 euros for the season, 250 euros per event, 500 euros for the Superfinal. PWCA partners can enter one team for free. Additional team for PWCA partners is 500 euros for the whole season.

Unfilled teams can enter an additional pilot during a competition (eg : additional female pilot). Non-flying team pilots can be replaced. New pilots are only scoring from the day they enter. Teams composition must be submitted to the TA (Technical Advisor) before the task is flown.

Each team can be sponsored by one manufacturer and/or sponsor. Team names are chosen by the teams. Names can be adapted or changed during the season, changes must be submitted to the TA at the beginning of the event.

Team scoring will take into account the first 2 pilots. The position in the ranking of the second pilot of each team will decide the team ranking.

The overall team ranking will be the sum of points from 20 to 1.

The winning team in a task is receiving 20 pts. The last team is receiving 1.

-With 16 teams, the points curve from 1st to 16th, is :

20,17,15,13,12,11,10,9,8,7,6,5,4,3,2,1

-With less teams, the even numbers are deleted starting from 12, then 10, then 8, then 6, etc...

e.g. with 13 teams : 20,17,15,13,11,9,7,6,5,4,3,2,1)

- With more teams the lower points numbers are doubled.

e.g. with 18 teams: 20,17,15,13,12,11,10,9,8,7,6,5,4,3,2,2,1,1)

Teams	1st	2nd	3rd	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
12	20	17	15	13	11	9	7	5	4	3	2	1						
13	20	17	15	13	11	9	7	6	5	4	3	2	1					
14	20	17	15	13	11	9	8	7	6	5	4	3	2	1				
15	20	17	15	13	11	10	9	8	7	6	5	4	3	2	1			
16	20	17	15	13	12	11	10	9	8	7	6	5	4	3	2	1		
17	20	17	15	13	12	11	10	9	8	7	6	5	4	3	2	1	1	
18	20	17	15	13	12	11	10	9	8	7	6	5	4	3	2	2	1	1

Only the 1000 pts tasks are taken into account. The competition result is the sum of the validated tasks without discards.

TEAM TITLES :

-World Cups:

Winners of event

-Continental (2009) :

America : World Cup team American champion.

Asia : World Cup team Asian champion.

Europe : World Cup team European champion.

(Sum of the 2 best scores for European tour)

-SUPERFINAL :

The winning team of the Superfinal will be awarded the title of PWCA World Champion.

4.4 Best Nation Trophy

The 3 best results for each 1000 points task, from pilots from the same nation will contribute to the nations' ranking.

The winners of Continental tours and Superfinal will be awarded the Continental and World Cup best nations titles.

5 REGISTRATION & SELECTION PROCESS

5.1 Registration

A pilot wishing to participate in a World Cup event and in the Superfinal must register online on the World Cup website.

The registration deadline is exactly 2 months before the Competition start.

Any pilot registering later will only be accepted at the end of the waiting list.

A pilot can submit all his applications at the beginning of the season for all Paragliding World Cup events and for the Superfinal.

To ensure to fill the Paragliding World Cup events, overbooking can be made by the World Cup Office if necessary.

5.2 Selection process for World Cup events :

ONLY REGISTERED PILOTS WILL BE ACCEPTED, EVEN IF THE COMPETITION DOES NOT HAVE 125 PILOTS REGISTERED !!!

60 days* before the beginning of the event:	<p style="text-align: center;">Selection deadline for <u>all</u> pilots</p> <ul style="list-style-type: none">• Confirmation of selection will be sent by email to each pilot 60 days* before each competition.• A selected pilot must then pay his Registration fee to the World Cup Office <u>within 5 days</u>. <p>If a selected pilot has given his Credit Card number with the authorization to charge it to the World Cup Office and if he doesn't inform of his non-participation, his CC will automatically be charged to pay his Registration fee.</p> <p>If a selected pilot didn't give any Credit Card number, he has to send a payment of the Registration fee <u>within 5 days</u> following his selection.</p> <p>When the selected pilot has paid his Registration fee , he is considered as a registered pilot.</p> <ul style="list-style-type: none">• On the PWCA web site, it will be published a selectionlist including : registered pilots – pilots in instance of payment – Waiting list. (Female pilots, male pilots and wildcards)
55 days* before the beginning of the event.	<p style="text-align: center;">Payment deadline</p> <ul style="list-style-type: none">• Pilots who have not paid their Registration fee by this date are removed from the selectionlist.• The list will be filled up with the best-ranked pilots on the waiting list. Those pilots have <u>5 days</u> to send their payment to the World Cup Office.• If necessary, this procedure is extended as many time as necessary until the entry list is filled up.

5.3 Selection process for the Superfinal:

Confirmation of selection will be sent by email to each pilot as soon as he/she's selected.

All pilots selected for the Superfinal from the first 4 events of the year (Brazil, Korea, Turkey and France) can confirm their participation and pay the entry fee as soon as they want and in any case before June 30th.

Pilots selected later (Croatia and re-allocations) will have one week to confirm.

5.4 Cancellation of a registration

If a pilot wants to cancel his registration, he should do it as soon as possible.

Any pilot who has paid his Registration fee and who doesn't come to the competition, without informing, in writing, the World Cup Office at least 5 weeks before the competition starts, will not be reimbursed.

Any reimbursement requested by a pilot will be considered by the World Cup Committee with in any case a minimal deduction of 20 euros. No more than 50% will be reimbursed if cancellation is received by the PWCA Office less than one month before the event.

Pilots canceling their registration too late will not be reimbursed.

Circumstances beyond the pilot's control will be considered by the World Cup Committee.

5.5 Registration Fee

The Registration fee for World Cups is 195 euros per event.

This Registration fee includes the Entry fee (130 €) and the PWCA part (65 €).

The Registration fee for Superfinal should be 295 euros

The Entry fee covers, but is not limited to :

1. Transport to all flying sites.
2. Retrieval on main roads.
3. A map of the area with all necessary documentation.
4. GPS co-ordinates of turn points (to be loaded in the GPS).
5. GPS control and task scoring.
6. Emergency rescue and first aid medical service.

6 MEET DIRECTOR, TECHNICAL DELEGATE, TASK COMMITTEE

6.1 Meet Director

The Meet Director's first prerogative is to manage ALL sportive aspects during the event. He is responsible of applying the rules. He must ask the Technical Delegate for advice before applying a penalty.

He must propose the task and must be assisted by one or more experienced people (on the ground and in the air) to, among other things, supervise the task.

If the Meet Director is not available, the TD can replace him.

It is the responsibility of the Meet Director to inform himself as fully as possible of the issues affecting all safety elements during the task.

6.2 Technical Delegate

The Technical Delegate can apply a penalty if he has the written support of one Committee member to do it.

6.3 Task & Safety Committee

The Task Committee consists in :

- The Meet Director (MD).
- Two pilots elected by the competition pilots.
- One pilot appointed by the PWCA.
- The Technical Delegate (TD).

The elected pilots must come from different countries and should have sufficient knowledge about the flying site and the World Cup rules. They must submit their candidature before the local registration.

The task committee will decide the task all together.

The duties of the Task Committee are :

- To choose takeoff areas and the task of the day according to safety, meteorological, technical and sportive criteria.
- To define the validation distance for each task (30km by default in World Cup events).

7 BRIEFINGS

All briefings must be in English only.

7.1 General Briefing

All competitors should be present at the general briefing which will take place upon request of the Organizer. The main information of this briefing must also be displayed in English on the official board and written copies must be available. The General Briefing usually takes place at take-off before the first task briefing.

7.2 Task Briefing

The task briefing is held at the takeoff area. All technical data specified during this briefing is displayed on the briefing board.

To avoid stress and guarantee good and fair preparation for all pilots, provisional tasks should be displayed as soon as possible, one hour before the task briefing.

There must be enough time (usually 15 minutes) between task briefing and the window opening taking in account all parameters (start time, unchanged provisional task, conditions, etc ...).

8 DISPLAY OF RESULTS

A provisional results list must be put on the official result board as soon as possible. Small errors are to be submitted for correction as soon as possible to the TA.

By default, the results timing is :

- Within 2 hours after the end of the run report : display of the provisional results.
- 8h00 - 10h00 am : written complaints (in english) handed to MD, TD or TA

This timetable can be adjusted by each organizer.

The official task & competition results are displayed when all complaints have been dealt with.

The minimal delay for complaints is at least 30 minutes on the last competition day.

9 COMPLAINTS, PROTESTS AND APPEALS

Any pilot enrolled in the competition can make a complaint, a protest or an appeal.

Complaints and protests must be written in English and must be handed to the Meet Director or the TD.

Complaints, protests and the related decisions must be displayed by the organization on the official information board with the display time shown.

9.1 Complaints

Complaints have to be made within the fixed timetable after the announcement of the provisional results. The Meet Director will deal with the complaint.

9.2 Protests and Jury

If the complainant or any pilot enrolled in the competition impacted by the complaints is not satisfied with its outcome, he has the right to protest.

Such a protest must be made in writing (in English) and be handed to the TD or TA with a protest fee of 60 euros or equivalence in local currency within 2 hours (or at least 30 minutes for the last task) of the publication of the decision regarding the complaint.

The jury will deal with the protest, and may decide to refund the protest fee.

The Jury is composed by all World Cup Committee members present at the competition, except the ones involved in the protest.

The jury does not include the President. The TD has a consultative voice.

9.3 Appeal

Any pilot enrolled in the competition can make an appeal concerning any jury decision.

The appeal must be made in writing in English, within one week, together with the 120 euros appeal fee and accompanied by the necessary documents.

It has to be addressed to the TD or to the World Cup Office and will be dealt with by the Appeal Committee during the next committee meeting.

The Appeal Committee will deal with the Appeal and may decide to refund the appeal fee.

The Appeal Committee will consist of the World Cup President and at least 2 members appointed by the World Cup Committee, none of them being from the parties involved.

All interested parties may be present at the hearing. They must be given notice of the appeal in good time and shall have the right to call witnesses, their absence shall not hold up.

The Appeal Committee has the full power concerning the final decision.

For example, it has the following powers :

- To change ranking lists in case of obvious errors.
- To invalidate a task for Paragliding World Cup ranking in case of severe infringement of World Cup rules.

- To change a jury decision in case of an appeal lodged against a jury decision as well as making a decision in case of jury failure.
- To decide on refunding any of the deposit and the apportionment of the costs of the appeal.

10 FLYING AND SAFETY REGULATIONS

10.1 Compliance with the law

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

10.2 Flight Limitations

Each glider must be flown within the limitations of its manufacturer's specifications. Any maneuver hazardous to other competitors or third parties is prohibited.

A pilot can be prohibited by the MD or the TD to keep competing or flying for safety reasons.

10.3 Damage to a Competing Glider

Any major damage must be reported to the TD 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 TD to replace the glider due to damage, loss or theft beyond the control of the competitor, it may be replaced. The TD may allow resumption of the original glider when it is retrieved or repaired.

10.4 Fitness

A pilot may not fly unless he is fit. Any injury, drugs or medication taken which might affect the competitor's performance, must be reported to the Meet Director before flying.

The Meet Director will decide if the pilot can fly or not.

10.5 Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with, international collision avoidance regulations obeyed and proper look-out be 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 the glider is in doubt.

10.6 Cloud flying

Cloud flying is prohibited.

Cloud flying is defined as any part of the glider or the pilot disappearing from the view of observers or pilot close to him.

It is the responsibility of the pilots to report cloud flying to the MD or the TD.

10.7 Altitude control

Altitude control will be done with GPS altitude only.
A progressive penalty will be set.

10.8 Ballast

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

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

10.9 External Aid to Competitors

Any external help in navigation or thermal location is prohibited. This is to ensure as far as possible that the competition is between individual competitors, neither helped nor controlled by external aids.

10.10 GPS

GPS is the only evidence in Paragliding World Cup events.

All pilots must be equipped with at least one GPS with altitude recording capability. Only some specific models are accepted (see 15.9).

It is the pilot's responsibility to have at least one working GPS and to set it up with the right parameters.

Pilots must bring their GPS to report back after each task in order to download their tracks and data.

A maximum of 2 GPS will be checked for pilots reaching goal with no other problem in their recorded track-log.

11 TAKEOFF

The organization assumes that all registered pilots will fly each task. If the pilot decides not to fly, he must notify the organizer before the mandatory safety report back deadline. Failure to do so may result in a pilot penalty defined at §16.

All pilots must be able to perform safe and controlled take-off.

11.1 Access to the Takeoff Area

When necessary the PWCA « S.A.F.E. ® (smooth and fast and efficient)» priority system can be used : all pilots must enter through one door in the order of the last available ranking (Top 30, 40, 50, etc ... or one by one when necessary). Pilots not entering keep their right to enter at any moment.

11.2 Open Window

Opening time of the window and window extension time (by default 30 minutes) are

announced at the task briefing and displayed on the official briefing board.

The window must be as long as possible (e.g. : 3 hours). In that case, extension time is not necessary.

11.3 Window Extension

If, for safety reasons, the Meet Director considers that conditions have become dangerous, he may close the window. The window will then be extended by the time it was closed without exceeding the window extension time.

11.4 Restart

In the case of a major problem forcing landing immediately after take-off, a pilot may ask permission from the Meet Director or the TD to take off again. The pilot's start time remains, in any case, the one of his first start.

In that case (major problem forcing to land), pilots don't loose their priority rights.

11.5 Types of Start using GPS

- A GPS start line is a virtual cylinder that the pilot must cross.
- There is no physical reference on the ground.

Four types of starts can be used :

- Individual start from the ground after opening of the window : The departure time can be recorded by marshals when the pilot leaves the ground. It can also be judged using the GPS time : when the pilot crosses the GPS start line. In this second case, the departure time will be considered when the pilot crosses the GPS start line for the first time. The GPS start line must be placed so that the pilot automatically crosses it when taking off. Note that pilot needs to turn on their GPS early enough to store at least four points at take off immediately before they leave the ground. (just turn your GPS on at least two minutes before taking off). If there is no valid recording of the pilot start time, the window opening time will be applied to him.

- Individual start in the air : Pilots departure time is calculated from the last time the pilot crossed the cylinder radius. Start sector can be a large cylinder around the next TP. (e.g. take off is at 10km from TP1. Departure time is measured when pilots are entering inside a 9km radius cylinder around the TP1). If there is no valid recording of the pilot start time, the window opening time will be applied.

Start sector can also be a small radius cylinder (by default 400m) around a start co-ordinate. In this second case time is measured when the pilot is leaving the cylinder.

- Simultaneous start in the air at a fixed time : Start sectors are the same as in "individual starts in the air". But as start is now simultaneous, pilots need to cross the cylinder limit after or at least at the opening time.. The departure time of each pilot will be the start opening time.

- Simultaneous start from the ground at a fixed time.

All data's concerning the start definition will be announced during task briefing.

11.6 Free flyers & Wind dummies

Free flying is allowed but those pilots may be asked not to take off during short times for safety reasons.

Wind dummies must be ready to take off before the window opening on organizer request. Free flyers and Wind dummies must not provide voluntary help to competitors for fairness reason.

12 LANDING

During a task, touch and go and take-off after landing are forbidden.

All pilots must pack their glider immediately after landing. A glider lying open on the ground means "I need help (see Appendix B : RESCUE ACTIONS IN COMPETITIONS).

12.1 Task Deadline

If necessary (for example thunderstorms forecasted), a task deadline can be set. The pilot's best position will be taken for scoring at the task deadline.

12.2 Mandatory Safety Report Back

It is the responsibility of the pilots to report back WHETHER THEY FLY OR DO NOT FLY.

When using Fast Retrieve system ® (designed by Chris Trow, www.fastretrieve.com), report back must be done first by SMS with a text such as « Pilot 950 is at 31T 0725738 5020845, near a bar ».

The system will respond with « Received and plotted ». When a bus is assigned to you, a text will be sent with the details.

Other possibilities to report back will be indicated at the briefing, including telephone, radio, or physically at take-off, in retrieve buses, at the headquarter and in GOAL.

ALL pilots must report back AS SOON AS POSSIBLE (usually within 20 minutes after landing) including the ones making goal. The later a pilot is landing the faster he must report.

GPS CONTROL IS NOT A WAY TO REPORT BACK !

In case of unnecessary search and rescue operations a pilot can be penalized up to disqualification for the event.

A pilot can also be penalized for late report back.

12.3 GPS Control

GPS control (download) is mandatory for all pilots flying the task.

Each pilot must do it as SOON AS POSSIBLE.

When a deadline is set (e.g on the last competition day), pilots coming for control after this deadline may not be scored for the task.

13 TASKS

The World Cup tasks are :

- Race to goal
- Clockstart
- Elapsed time with a start deadline
- Elapsed Time
- Free distance on an axis / in a sector.

13.1 Race to Goal

The aim is to be first in goal. Start time and course are identical for all pilots.

13.2 Elapsed time & clockstart

The aim is to fly the distance in the shortest time. The course is the same for all pilots. Start time is individual. A start opening and start deadline can be set.

A clockstart is using multiple starts with intervals of 5, 10 , 15 mn, The number of starts can be fixed or run till the end of the window.

13.3 Free Distance on an Axis / in a Sector

The aim is to fly the longest distance. The Meet Director can sets limits. The course can start with one or several turnpoints. Distance is measured and rounded up to 0.1 km. Score will be calculated pro rata of the distance achieved by the pilot flying furthest. Distances are calculated radially from takeoff or last turnpoint for "free distance in a sector", and by perpendicular projection for "free distance on an axis" on the last leg.

14 TURNPOINTS, SECTORS AND GOAL LINE

14.1 Turn points

All turn points are the GPS co-ordinates provided at registration. The list of turn point co-ordinates must be downloaded at the beginning of the event from the TA computer.

Organizers can change or add co-ordinates during the event. In this case the changes will be announced at the task briefing.

The official map datum (geodesic system) is WGS84 and position format is UTM. For safety reason, pilots must set their GPS on WGS84 and UTM to be able to provide any coordinates in the right format at anytime, to avoid common mistake on GPS coordinates. It also avoids mistakes when manually entering a new co-ordinate in a GPS.

14.2 Sectors

Turn points sectors are cylinders around the GPS coordinates supplied by the organizers. Cylinder are used also as start sector.

Starts can be entering or leaving the cylinder.

Start cylinders radius are part of the task setting.
Turnpoint radius is 400m.

14.3 Goal

By default, the World Cup goal is a 1000 m cylinder for time and a goal line. For safety or other reasons, different goal procedures are possible and must be explained at the briefing (bigger cylinder, line only, ...).

The virtual goal line is 200m long each side of the GPS goal coordinates and perpendicular to the previous turn-point.

If present, a physical line must be at least 50 m long and 1 m wide.

The physical line must match as close as possible the virtual line and should not be further.

Organizers should use physical line as often as possible for several reasons (goal visualisation, safety, public, media, ...).

Goal procedure :

When the pilots are crossing the time cylinder, their times are registred by the GPS.

Then the pilot must « make goal » by crossing the physical line.

The pilot needs to fly further than the physical line or at least land on it (controlled by the goal team) and no more than 200m on each side of the physical line center coordinate (controlled by GPS).

If the physical line is in a different position than the virtual line defined by the goal coordinates (for reasons of safety or by mistake), the best option for the pilot will be considered.

In any case, pilots should not take any risk to cross the goal line. Not crossing a goal line for obvious safety reasons will be considered in favour of the pilot.

Pilots not crossing the goal line will not score time points.

For public and medias reasons, pilots are asked to cross the goal line in the same order as the time line.

15 TASK EVIDENCE

15.1 Source

Data will only be collected directly from a GPS. Tracklog data are NOT private.

They may be used for media works. No copies of files, or files from any other source will be accepted as evidence for a flight. Only valid GPS data will be considered as true evidence. Data may also be collected from dataloggers, but in such case, a GPS may also be requested to verify datalogger's data validity.

IGC files are also accepted if they are digitally signed by the GPS unit itself.

15.2 Valid GPS data

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

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log

points prior to and after the track-log points or a couple of points used to verify a turn- point.

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after a start.
- The track log must have valid and consistent time stamps as well as altitude recording.
- A continuous track-log is one where each consecutive point is 20 seconds or less from its predecessor.

GPS data's are verified following some Comp-Check criteria.

15.3 GPS Software

GPS data are checked using Comp-Check® (designed by Ulrich Jessop).

The software is able to check positions in relation with times.

The software is also able to check :

- Departure time during starts.
- Cylinders sectors crossing at air starts and turn points.
- Landing place.
- Time at arrivals.
- The best position reached by the pilot during the flight.
- Best positions at a fixed time (stopping of the task in the air).

15.4 GPS Checking criteria

For any GPS start line and for each turn point claimed (the turn-point is the GPS co-ordinate supplied by the organizer), the track-log must show one of the following :

- A point inside the cylinder sector.
- A pair of points for which a straight line drawn from the one point to the next or previous continuous tracklog point passes through the cylinder sector.

Forgeable marked way points (mark + enter on Garmin GPS for example) are not considered as trajectory evidences but only as performance declarations.

A tolerance of 0.5% is applied on distance calculations to deal with different formulas used in GPS and computer software to calculate distances. On a 400m cylinder, this gives a 2m tolerance.

A time tolerance of 5s is also applied on start times for Race to Goal tasks.

These tolerances must be applied manually if the GPS checking software is not doing it automatically (e.g. : Pre-World Cups).

15.5 Best position

Pilots will score their best position reached in the task. It can be the landing place or a better position flown in the air.

If the pilot flew further before landing, his best ahead position will be automatically scanned from his track log.

15.6 Mandatory Track log

In some particular cases where forbidden or dangerous areas are existing, the Meet Director can ask the pilots to provide a continuous track log that shows that they didn't flew into the unauthorized area.

In order to benefit from leading bonus points, it is recommended to record entire flights.

15.7 Pilot's responsibility and management of the GPS

- Pilots can have multiple GPS and dataloggers.
- Pilots needs to set their GPS and datalogger on the right parameter to record their flight.
- Pilots may need to erase their previous track before every new task.
- Pilots will support all the sportive consequences if they forgot to do so.
- GPS or datalogger failure (software or hardware) belongs to the pilot responsibility.
- The pilot certifies that he gives back his own track log. The organization may cross check several track logs.

Because of the ground speed, and because of a too long recording interval, pilots can be declared out of sector even if they have reached the sector. It's up to the pilot to guarantee that a track recording is done inside the right area.

15.8 GPS at landing

If a pilot lands somewhere else than at goal, he can record his landing place to make his declaration :

- Using Garmin and MLR models, marked point must be stored by using "Mark + Enter" function (and NOT "goto + goto" function). The last marked point must NEVER be renamed.
- GPS and dataloggers must be switched off or have their tracklog recording set to "off".
- Those actions must be done IMMEDIATELY AFTER LANDING AND BEFORE ANY MOVEMENT ON THE GROUND.

ON THE GPS CONTROL THE LAST STORED MARKED POINT IN THE GPS MEMORY IS CONSIDERED AS THE LANDING POSITION.

Do not switch your GPS on before GPS control. In case of a second flight, it is the pilot responsibility to make sure he is not recording additional data in his GPS. If not doing so, his first (and official) flight data may not be usable.

15.9 GPS models

Because of technical (limitations in accuracy or track-log recording) and practical reasons (special cable or protocol), only some particular GPS models and software versions suits the Paragliding World Cup GPS control protocol.

By default, all pilots must have their GPS cables for downloading.

Non-Accepted model (but may be considered as backup) :

- Older Garmin models (like the 12 serie, 48, 90, 90xl, II+, III).
- Garmin 38, 40, 45, II, eTrex "basic" models and eMap

- All other GPS not complying with Garmin, MLR , Top Navigator or Compeo standard protocols. USB based GPS are only accepted if they comply with the USB Mass Storage standard and IGC file format.

16 PENALTIES & BONUS

16.1 Incorrect GPS track logs

Track log missing or non continuous tracklog when required = zero for the task.

Start or turn point incorrect/missing distance = points to the best correct documented point

16.2 Various Penalties

Glider not matching its permit to fly providing an advantage to the pilot = disqualification for the event.

Failure or late report back after a task = up to disqualification.

Failure to wear official sponsor logos or equipment = up to 100 points penalty per task.

No or bad number on glider = 100 points penalty per task.

16.3 Penalty for Cloud Flying

Penalty for cloud flying = zero for the task, up to disqualification

16.4 Penalty for exceeding ballast

Pilots carrying ballast in excess of 33kg (without tolerance) = up to disqualification for the event

16.5 Compensation Points

Pilots taking part to a rescue action will be awarded compensation points.

This compensation is evaluated by the MD and TD according to the position of the pilot at the time of the rescue and what results he could have done.

In case this evaluation is not possible (beginning of the task) , his ranking in the previous tasks (or eventually in the next tasks) will be taken in account. In any case, the pilot must not loose any ranking because of his rescue action.

17 VALIDATION OF A TASK

17.1 Task validation

The task is valid when :

- at least one pilot flies above the validation distance (see below),
- the task is minimum 200 pts in the Gap scoring

and

- the window is opened for more than 30 seconds per enrolled competitor and per

simultaneous possibility of take off (decided by MD and TD).
Enrolled competitor means all originally enrolled less those disqualified or officially withdrawn from the competition.

17.2 Validation distance

Validation distance is defined by the task committee. It is set to 30 km by default.

-Previous « task validation » system (can be used in Pre World Cups) :

When 20 or more pilots have flown above the validation distance, the task is scored on 1000 points and counts for the World Cup overall ranking.

When 2 to 20 pilots have flown above the validation distance, the task is scored on :
number of pilots above validation distance x 50 points.

When less than 2 pilots have flown over the validation distance, the task is scored on 100 points.

-According to the number of pilots, these numbers for validation can be reduced (e.g: 5 pilots over 25km).

17.3 CANCELLATION or STOPPING OF A TASK

The Meet Director and/or the Technical Delegate can cancel or stop a task for safety reasons. Cancellation or stopping is announced on the safety frequency.

In case of Race to Goal : if at least one pilot has reached goal or at least 1h 30mn of race have been flown after start opening, the task is scored.

After the last landing time a task can only be cancelled by a jury decision. The TD and/or the MD can ask for a jury decision on the validation of a task.

In case of elapsed time, the task is cancelled.

A complaint can be made to ask for task cancellation.

18 RANKING LISTS

The Organizer publish a ranking list of all competing pilots.

It must show:

- Name of pilot, nationality, glider, team and sponsors (except in case of due invoices)
- Duration of flight and distance flown.
- Take off and finish time
- Sum of points awarded.

The World Cup Ranking list will be officially published at the end of each World Cup event.

19 SCORING

19.1 Measurement of Distances

Distance is calculated by the GPS flight verification program. All distances are measured via correctly controlled turn points and are rounded up to the next 100 m. The formula used for distance calculation is the FAI Spherical formula with an earth radius of 6371km.

The scoring distance is the sum of the legs of the course completed in the designated order. An uncompleted 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 rounded turn-point or start point. Distance is measured from the take off to the landing point.

19.2 Measurement of Time

Time is measured in hours, minutes and seconds.

19.3 Scoring Formula

-Tasks are first scored with GAP 2007
(to use departure and leading bonuses)

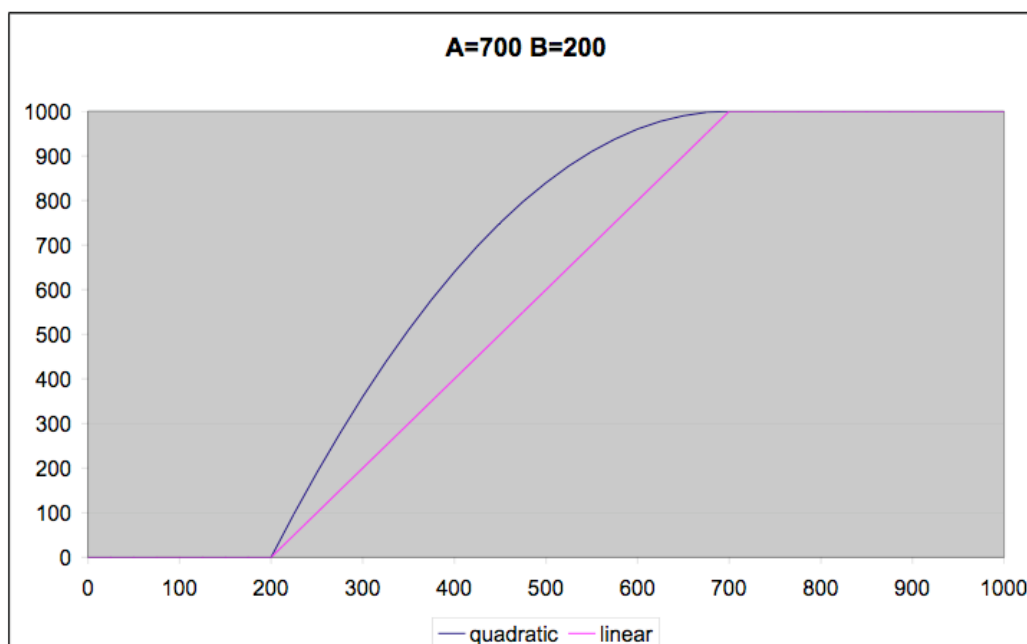
-Tasks under 200 Gap pts are invalid.

-All other tasks are normalized with the quadratic formula :
$$(x-B)(2*A-B-x)/(A-B)^2$$

-All tasks above 700 Gap pts will score 1000 pts.

(Normalization to 1000 pts is necessary to make results compatible with discards)

Attached picture : x= Gap pts, y= PWC pts



20 PRIZE GIVING

- WORLD CUPS

Prize money must be given at least to the top 3 pilots and the top 3 female pilots. 30% of the total prize-money is given to the top 3 female pilots and 70% to the top 3 pilots. The minimum total amount for prize-money is 2000 Euros. It is mandatory for World Cup pilots to be present at the prize giving ceremony if they achieve a position for which prize money is to be awarded. Pilots who do not respect this rule will lose the right to receive prize money.

In case of additional prize money or other prizes, these prizes must go first to teams results.

The table below is an example with a prize money of 4000 euros :

Ranking	Overall (in Euros)	Women (in Euros)	
1 st	1400	600	50%
2 nd	840	360	30%
3 rd	560	240	20%

- SUPERFINAL

Taking part to the Superfinal is an honour and a great achievement. Prizes and trophies will be awarded to the winning teams and pilots. Top 100 pilots will be honoured at the prize

giving ceremony. For medias and marketing reasons, presence is mandatory for all pilots. Pilots who do not respect this rule may lose their Superfinal ranking and prizes.

A REGISTRATION & SELECTION.

A.1 How to enter a World Cup ?

- Registration :

Go to <http://www.paraglidingworldcup.org/registration>,

First log in, then fill your personal details, qualification and registration forms

- Qualification letters :

The World Cup Office will select pilots according to their two best competition results from the previous season. In every PWCA selective competition, pilots can obtain a qualification letter (A, B, C, ...) according to the level of the competition and the pilot's rank.

Participants will be selected by comparing two letters (see Qualification Letter Table below).

In case of a tie, the precedence is given to the pilots who have not participated in Paragliding World Cups in the previous years. In case of a second tie, the precedence is given to the youngest pilot.

Two months before each event, pilots are ranked in the selection list and, if not selected, in the waiting list (eg : when pilots with DF are selected, pilots with DG are first in the waiting list). When new places are available (cancellations, ...), the first pilots in the waiting list are selected.

See <http://www.paraglidingworldcup.org/selection>

- Additional rules :

-Female pilots are selected using their results in overall rankings (Not the female rankings).

-The top 30 overall and the top 5 female pilots of the previous season are always qualified. They need to register as all other pilots.

-The results of the current season are not used for selection except Paragliding World Cups and Pre-World Cups.

Qualification letters upgrade due to good results during the season in World Cups or Pre World Cups are accepted on pilot's request. If less than two months before the next event, pilots will be put at the beginning of the waiting list.

-A competition can only be used once for selection. For example, when a competition is at

the same time an Open and a national Championship, a pilot can benefit of his best result only .

-If a pilot is not able to provide a competition result for selection, he cannot participate unless he is granted an organizer or PWCA wildcard.

-Pilots having a ranking under the letter “N” will get an “X”. Those pilots will be selected after all other pilots.

-Pilots registering after the deadline will be placed at the end of the waiting list, but before pilots with qualification letter “X”.

-As a first ranking letter, pilots can use their best ranking letter from the season before, devaluated by 2 letters (ex: BC in 2008 gives DX in 2009)

-Previous World Cup champions are always selected with “AA” qualification letters.

-If a pilot was injured the previous year he has to show a medical certificate to the World Cup Office. In this case the World Cup Committee may take into account his results of the previous season.

Qualification Letter Table :

Level	Ranking																			
	1	2	3	4-5	6-7	8-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91-100
Overall 2008	A	A	A	A	B	B	B	C	C	C	D	E	F	G	H	I	J	K	L	M
Female Overall 2008	A	B	C	D	E	F	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	A	A	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	-	-	-
2	A	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	-	-	-	-
3	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	-	-	-	-	-
4	A	B	C	D	E	F	G	H	I	J	K	L	M	N	-	-	-	-	-	-
5	B	C	D	E	F	G	H	I	J	K	L	M	N	-	-	-	-	-	-	-
6	B	C	D	F	G	H	I	J	K	L	M	N	-	-	-	-	-	-	-	-
7	C	D	F	G	H	I	J	K	L	M	N	-	-	-	-	-	-	-	-	-

- World Cup Selective Events :

CLASS 1 events :

-World Cup events

CLASS 2 events :

-National championship of your country (national ranking)

-National League of your country

-Other national « Open » championships (open ranking)

-some other International Opens (Fai, ...)

-Pre-World Cups events

(see Nation's level Table below).

All PWCA Class 2 events must be announced on the PWCA calendar !

<http://www.paraglidingworldcup.org/calendar>

Dates, informations and results must be sent AS SOON AS POSSIBLE to pwca@pwca.org

- National championships and leagues :

All countries are allowed to submit 2 rankings (usually championship and league). This is to guarantee that all competition pilots from all « paragliding active » countries in the World have the possibility to make at least two qualification letters

-The previous season league and championship results must be submitted to the World Cup Office for pilot selection no later than 3 months before a World Cup event. The previous season ends at least 3 months before the first World Cup event of the following year.

-The PWCA may not accept the opens which results are not received by the PWCA office and the events which are not advertised in advance on the PWCA calendar.

-The PWCA Committee reserves the right to devaluate, replace or not to use a ranking that does not allow a fair comparison between different countries (e.g., forged rankings without the top national pilots).

-Leagues or Championships overall results under 1200 pts (sum of winner's pts) will be devaluated by one level.

-In case the National championships couldn't have taken place, the World Cup Office will take into account the results of the previous year championship devaluated by one level.

-When a national championship is divided in several open competitions flown in a foreign

country and with at least 10% of foreign pilots (eg: British Opens), open results or overall championships - whichever is better - of each event are taken into account for the foreign pilots. For national pilot, only the overall Championships result is taken into account.

-In case an open competition is including several National Championships, the level of this open is the one of the best classed country eventually upgraded according to the number of pilots and the levels of other countries. (eg: Nordic open : Norway (4)+Sweden (5)+Denmark(5)+Finland(6) = level 3)

-In case of multiple national championships or league result in a single country (eg : Japan) the PWCA Committee will decide the level for these results.

-In case a country is not organizing a national championship, the World Cup Committee can select a major open event as a replacement.

- Nation levels

To be able to compare national results from all over the World, countries are ranked from level 1 to level 7.

Level 1 is the highest. Countries without any results are ranked level 7.

The nation level table is made using the first best 3 pilots of each country who have scored during the previous season in any World Cup events and in the last Fai Championships.

When a nation does not have three pilots ranked, the table is filled with the points of the last ranked pilot.

The nation rating is computed with a factor of 2 for World Cup results and 1 for Fai results.

This table is updated every year at the end of the season according to pilots results.

2009 Nation ranking Table :

	2008	PWCA	Nb PWCA	FAI	Nb FAI	W3 & F3 / 1000
Switzerland	1	6	3	35	3	39
France	1	11	3	35	3	48
Italy	2	19	3	61	3	83
Austria	2	7	3	85	3	83
Czech Republic	2	33	3	36	3	85
Slovenia	2	7	3	101	3	96
Spain	2	62	3	39	3	136
Germany	3	23	3	152	3	165
UK	3	83	3	84	3	209
Russia	3	58	3	171	3	240
Japan	4	45	3	253	3	287
USA	4	116	3	117	3	292
Australia	5	308	2	97	3	596
Poland	4	137	3	127	3	335
Brazil	4	81	3	276	3	366
Korea	4	155	2	140	3	376
New Zealand	5	375	0	114	3	722
Norway	4	170	3	120	3	384
Bulgaria	5	98	3	447	0	537
Venezuela	4	131	3	262	3	438
Slovak Republic	4	132	3	271	2	447
South Africa	4	154	2	230	3	449
Croatia	4	114	3	365	3	495
Netherlands	5	167	3	336	3	560
Macedonia	5	208	3	327	3	621
Portugal	5	187	3	447	0	686
Belgium	5	281	1	277	3	701
Turkey	5	211	3	428	2	710
Argentina	5	310	2	233	3	713
India	5	266	2	323	2	714
Denmark	5	308	1	271	3	741
Canada	5	375	0	242	3	829
Sweden	5	375	0	271	3	853
Mexico	5	375	0	284	2	864
Greece	5	300	1	447	0	875
Chile	5	375	0	312	3	887
Hungary	6	375	0	346	2	916
Colombia	6	354	1	399	1	925
Indonesia	6	375	0	381	1	945
Finland	6	375	0	398	2	959
Kazakhstan	6	375	0	413	2	972
Lituania	6	363	1	447	0	980
Moldova (Republic of)	6	375	0	442	1	996
Iran	6	373	1	447	0	997

A.2 How to enter the Superfinal?

- Registration :

Go to <http://www.paraglidingworldcup.org/registration>,

First log in, then fill your personal details, qualification and registration forms

- General Rule :

The 100 best pilots of the year are selected for the Superfinal.

The 10 best female pilots, as a minimum, are selected.

The selection is based on the best result of the pilot in one of the five 2009 World Cup. (Brazil, Korea, Turkey, France and Croatia).

The “legends” will be invited (rule 2.5).

From each 2009 event the best pilots will be selected.

The top 100 pilots of the “Superfinal selection list” will enter the Superfinal.

In theory, the 20 best pilots of each event could be selected.

But :

a)

Some pilots will be in the top more than one time (doubles), thus giving room for the next best pilots to be selected.

b)

Every World Cup may not have the same pilots level.

Even if it is highly improbable, some World Cups could have not so good weather.

To be able to compare World Cups in different places, with different pilots level and weather conditions, every event will be evaluated with two parameters : “pilots quality” and “flying quality”.

- “Immediate Selection” rule :

To make selection faster and exciting :

- the top 15 pilots of each World Cup will have guaranteed selection.
- the top 3 female pilots of each World Cup will have guaranteed selection (providing also they are in the top 80 of the competition).

This apply when the flying quality is 1.

Many advantages :

- It is easy to understand for pilots, public and medias.
- It is convenient for selected pilots to organize their trip in advance (eg : to get holidays, find cheap tickets ...)
- It reduces the possible problem of a big gap in points in a competition.
- The probability to select pilots which should not be selected through the general rule is low (Anyway, if it would happen, any pilot in the top 100 will be selected).

If the flying quality is not 1, the number of immediately selected pilots is reduced of 5 pilots and 1 female pilot, every 500 missing points.

e.g. :

2000 pts : 15 pilots and 3 females are selected.

1500 pts : 10 pilots and 2 females are selected.

1000 pts : 5 pilots and 1 female are selected.

Less than 1000 pts : no immediate selection.

- Pilots quality :

The pilots quality is based on the top 30 “highest ranked” competing pilots in the competition. It will be calculated with the PWC Ranking. For the 1st 2009 event, the first PWC ranking is based on the 2008 World Cup result.

- Flying quality :

The flying quality is not calculated through number of tasks but through the sum of the winners points. With at least 2000 pts, flying quality = 1 (full value)

Under 2000 pts, flying quality is decreasing of 1% per 100 pts (eg : sum of winners pts = 1600; Flying quality = 0.96)

- Comp quality :

Pilots quality and Flying quality = Comp quality.

- Superfinal Selection List :

To compare the five World Cups all along the season, World Cups (with Comp quality = 1) are normalized to 1000 pts (same as #4 : continental tour).

The “Superfinal selection list” will be updated after each 2009 World Cup. It will be available on the PWCA website.

Example after the third World Cup of the 2009 season :

Pilot X is winning the event with 4900 pts.

For the Superfinal selection list, he will score 1000 pts.

Pilot Y is 15th with 4498 points, he will score 918 pts (4498/4.9).

Pilot Z is 23rd with 4229 pts, he will score 863 pts (4229/4.9).

Pilot ZZ (not Top !) is 32nd with 3900, he will score 796 pts (3900/4.9).

In the Superfinal selection list :

-With 1000 pts, pilot X is of course first (equal with winners of previous World Cups).

Pilot Y is in 30 th position.

X & Y are already selected for the Superfinal.

-Pilot Z is in 65th position. He must wait for the next two events to make sure he is still in the top 100 but he has a very good chance to be selected.

-Pilot ZZ is 96 th. He has no chance to be selected as several pilots will make better scores in the next World Cups. His only chance is to fly the next World Cups and make a better result !

B. RESCUE ACTIONS IN COMPETITIONS

All pilots must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!"

A pilot witnessing any kind of accident must try to inform the organizer as soon as possible on the safety frequency.

Calling procedure : "MAYDAY, MAYDAY, MAYDAY". Give details of :

- nature and location of the accident;
- position of the victim (if possible GPS coordinates in WGS84/UTM)
- name of pilot reporting the accident;
- description of pilot's glider in trouble.

A pilot rescuing an injured pilot will be granted a compensation (rule 16.5).

a) The objective

To propose to the pilots a list of things to do when they are giving assistance to a pilot.

To propose to the organizer an idea for a procedure for the rescue service.

To encourage pilots to be responsible when an accident occurs. An overzealous response to generate extra points should be avoided.

This list could be used by the organizer and/or the jury in order to attribute compensation points to the pilots who gave assistance.

b) Organization duties

To provide a radio reception that covers the whole course.

To make clear & precise decisions with the injured pilot and/or with the pilot who is giving assistance.

If possible put the rescue team in touch with the accident area.

Transmit all information to the rescue team (general state of the injured, location, etc...)

Cancel the rescue action (if needed) if people outside of the competition asked it.

c) Rescue procedure

If possible, an injured or rescuing pilot must :

- Get in contact by phone or radio with the organization or with a pilot who is in the air.
- (Throw a flare.)
- Give his geographical position, his altitude, GPS co-ordinates (UTM/WGS84), color of his glider, his name, pilot number, his general condition.

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- Estimate the general help (rescue action by helicopter or by land required).

- Stay in contact with the organization and follow their instructions.

Pilots obligations : protect – alert - rescue action .

Before landing :

- Take some landmarks in order to facilitate the location of the accident zone and record the altitude of the accident and the GPS co-ordinates.

- To make contact with the organization from the air by radio or by mobile phone (better radio contact).

Alert message, example :

My name is...number.... I am a witness of an accident at such place/GPS coordinates (in

UTM/WGS84)

The injured has a glider of such constructor/model, such color.

I can/can't land close to him.

What must I do ?

if possible.

His name is....his number is.....

Can he speak, can he move ?

Wait for the organization decision and then :

- Land near by.
- Or stay in the air, close to the accident to help the rescue team to find the injured pilot..
- Or go on with the task.

If radio contact with the organization is impossible :

- If there is another pilot near by, or in radio contact with you ask him to contact the organization by landing near a telephone. Stay in contact with the pilot in order to give him information about what is happening.

- If you are alone, you have to judge according to the area, the impact, the presumed state of the pilot, if it is better land near him or near to a telephone.

Further information to give to the organization on reaching the injured pilot :

- Accessibility of the injured, distance of the closest road, trees, slope, cliffs...
- State of the injured pilot :
 - o conscious/unconscious.
 - o pulse, breathing.
 - o mobility.
 - o opened fracture/ closed fracture.
 - o Internal/external hemorrhage.

Protect & rescue the injured pilot :

- Avoid injuring yourself, land only if you can do so safely.
- Approach the injured pilot calmly. If possible approach from the side or from below in order to avoid falling stones.
- Secure the zone
- Once discovered by the rescue services, prepare for the helicopter to land (fold up the gliders)

Protect the injured :

- Do not move him.
- Cover him if he is cold.
- Speak to him even if he is unconscious.
- Find out if his vital functions (pulse, breathing) are efficient and do not intervene if you are not competent.
