PARAGLIDING WORLD CUP

TOUR 2007

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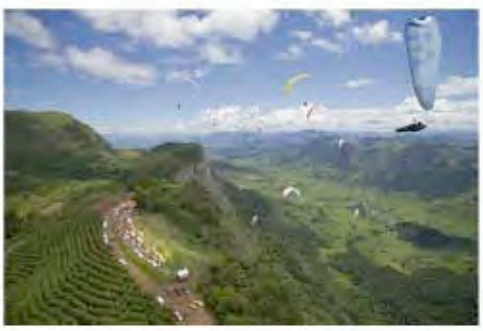

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SWING
UP
WOODY VALLEY

PARAGLIDING WORLD CUP ASSOCIATION

INTERNATIONAL COMPETITION RULES

PARAGLIDING WORLD CUP

TOUR 2007

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1 PREAMBLE

The purpose of the Paragliding World Cup is to provide sportive, fair, competitive and safe contest flying in order to determine the Paragliding World Cup Champions and to promote friendship among the worldwide paragliding community.

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.

Political and religious promotion is prohibited.

The **CONTACT ADDRESS** for the PWCA is:

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Phone/ Fax: + 33 4 50 32 83 83

www.paraglidingworldcup.org - pwca@pwca.org

SUPPORTING MEMBERS

A partner can support the Paragliding World Cup Association by paying a minimum subscription defined by the PWCA Committee. Partners will be mentioned on the official ranking of a World Cup event, on the overall results and on backdrops, banners and the Paragliding World Cup Web Site. Other sponsoring opportunities are available.

Each pilot must become a member of the PWCA by paying an annual subscription fee of 30 euros

2 GENERAL

2.1 Duration

A World Cup event consists of one registration and training day (usually on Saturday) followed by 7 competition days (usually 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.

2.2 Number of Tasks ☚

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

2.3 Participants

All competing pilot must be qualified to meet the demands of an international paragliding competition. He must at least fulfill the first level of the "Paragliding Competition License" (2 competition flights above 30km).

FAI licenses are only necessary in order to be included in FAI 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

The maximum number of pilots participating is fixed at 125 pilots, including 7 wildcards for the organizer and 3 for the PWCA and some additional pilots for overbooking reasons.

The applicants for the 3 PWCA wildcards should be submitted to the World Cup Office at least 6 weeks before the competition start.

At least 10% of the places are reserved for women.

Places of pilots not showing up at the competition cannot be taken by other pilots. The World Cup Office in accordance with Appendix A will carry out the participant's selection.

2.6 Local regulations

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

2.7 Official Language

The official language of all World Cup events is **English**.

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, etc) the TD can allow a glider change during the event.

All gliders must at least match the minimum theorical 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 (example: Boomerang 4, Magus 4, Ultima 3).
- 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 (no later than December 31st of the current year) ☚
- line specifications including material and diameter for top, middle and bottom lines
- CEN load test result provided by official external test body (DHV, FFVL, FSVL) *or* load calculation showing a minimum theorical resistance (see Excel file available on the World Cup Web Site).
- 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 during the competition. If a 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. No radio = no task !!! ☚

3.3 Protective Equipment

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

3.4 Pilot Number on Gliders

Numbers are accorded by the World Cup Office free of charge after the payment of the PWCA membership fee. 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**, one fixed in the center of the lower surface near the leading edge. Only the TD can allow a number of a 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, number, stickers or something else) to promote World Cup sponsors 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 accorded by the World Cup Office, free of charge for the first time after payment of the PWCA membership fee.

4 WORLD CUP RANKING AND WORLD CUP CHAMPIONS ☚

For each event, the first 6 tasks scored on 1000 points, will count for the Paragliding World Cup overall ranking.

The total number of tasks used in the final World Cup ranking is based on the number of 1000 points tasks. 1/3 of these tasks are discarded.

It means that for every three “1000 points” tasks run, 2 tasks will count towards the overall World Cup ranking (see below).

1000pts tasks (a)	Tasks for ranking (b)	1000pts tasks	Tasks for ranking	1000pts tasks	Tasks for ranking	1000pts tasks	Tasks for ranking	1000pts tasks	Tasks for ranking
1	1	7	5	13	9	19	13	25	17
2	2	8	6	14	10	20	14	26	18
3	2	9	6	15	10	21	14	27	18
4	3	10	7	16	11	22	15	28	19
5	4	11	8	17	12	23	16	29	20
6	4	12	8	18	12	24	16	30	20

A pilot World Cup ranking will be the sum of his best (b) task results on all tasks (not only the ones on 1000 points as previously). ☚

Example: 14 tasks have been scored on 1000 points or less, 10 are scored on 1000 points, the sum of the best 7 results on the 14 tasks are used for the pilot World Cup ranking. ☚

4.1 TROPHIES

The following prizes shall be awarded for all World Cup competitions and for the Overall World Cup Champions.

4.1.1 Trophies for the Overall World Cup Champions

- Trophies for the first 3 finishers in the overall World Cup ranking, will be awarded by the World Cup Committee.
- Trophies for the first 3 female finishers in the overall World Cup ranking, will be awarded by the World Cup Committee.

4.1.2 The official Paragliding World Cup Trophy

This trophy is awarded by the World Cup Committee to the World Cup Champion. The former and his team have the responsibility to bring the trophy to the next final event.

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

4.2 Team Trophy

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 to one team.

The number of teams is limited to two per partner or manufacturer.

One team entry fee is 1000 euros for the season or 250 euros per event. PWCA partner membership gives right to enter one team for free. The second team for PWCA partners is 500 Euros.

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 in goal. The first team to have 2 pilots in goal will be first, etc. If no team has 2 pilots in goal, the first team to have 1 pilot in goal will be first.

If no team has any pilot in goal, the position in the ranking of the second pilot of each team will decide the team ranking.

A team price ceremony should take place after every task.

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 tasks validated for the World Cup overall are taken in account. The competition result is the sum of the validated tasks. The final World Cup team ranking will be counted by discarding 1/3 of the tasks.

The winning team will be awarded the **World Cup Best Team Trophy**.

4.3 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 nation with most points will be awarded the **World Cup Best Nation Trophy**.

5 REGISTRATION

A pilot wishing to participate in a World Cup event must submit his registration directly to the World Cup Office.

The registration deadline is exactly 2 months before the event or at the end of an ongoing World Cup event. ☚

Then the selection process starts. Any pilot registering later will only be accepted at the end of the waiting list.

A pilot can submit all his registrations at the beginning of the season for all Paragliding World Cup competitions.

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.

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

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

Up to 60 days* before the beginning of the event:	**Registration of pilots** • Pilots need to fill and send their entry and ranking form to the PWCA Office (using the form on the web site or by fax or mail).. • Within one week after sending this form, the PWCA Office should have sent an email to confirm the registration. • If no confirmation is received by the pilot, he must contact the PWCA Office to make sure his form has been received.
60 days* before the beginning of the event:	**Selection deadline for all pilots** • 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 of 195 euros to the World Cup Office **within 5 days**. 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. If a selected pilot didn't give any Credit Card number, he has to send a payment of the Registration fee **within 5 days** following his selection. When the selected pilot has paid his Registration fee , he is considered as a registered pilot. • On the PWCA web site, it will be published a selection list including : registered pilots – pilots in instance of payment – Waiting list. (Female pilots, male pilots and wildcards)
55 days* before the beginning of the event.	**Payment deadline** • Pilots who have not paid their Registration fee by this date are removed from the selection list. • The list will be filled up with the best-ranked pilots on the waiting list. Those pilots have **5 days** 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.

*** or at the end of an ongoing World Cup event ☚**

5.1 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 and **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.

5.2 Registration Fee

The Registration fee is 195 euros per event. This Registration fee includes the **Entry fee** (130 €) and the PWCA part (65 €).

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 Committee

The Task Committee consists in :

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

The elected pilots must come from different countries and should have sufficient knowledge about the flying site. 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 proposed flying sites and takeoff areas according to meteorological, technical and sportive criteria.
- To choose the daily task.
- 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.

Provisional tasks are displayed as soon as possible.

There must be enough time (usually 15 minutes) between task briefing and the window opening. ☚

PIlots must remain informed through the briefings or the taskboard.

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.

The results default 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 default 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 on an appeal.

Complaints and protests must be written in English and must be handed to the **Meet Director, the TD or the TA**

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.

For example, is the protest is related to a penalty set by the TD with the support of a committee members, the TD and this committee member do not take part in the jury. ☚

The jury does not include the President.

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 in the air, must be reported to the Meet Director before flying.

In such case, the Meet Director decides if a 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 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.

10.8 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.

10.9 GPS and Films

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.

Pictures can still be used in some particular areas where poor GPS coverage is known.

This will be announced by the World Cup Office before the beginning of the event. In case of using films, photo rules last published in the 2003 Rulebook will be used.

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 a priority system can be used (Top 30, 50, ...). It will be announced at the briefing. ☚

11.1.1 Access Conditions for Top Pilots

The top 15 male and top 3 female pilots of the current World Cup Ranking and the top 5 pilots of the event have priority at takeoff.

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. ☚

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 to take off again. The Meet Director has to make the decision immediately. The pilot's start time remains, in any case, the one of his first start.

11.5 Types of Start using GPS

Definition of a GPS start line :

- 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 a 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 to him.
  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 Start time limits

For individual starts, start time limits (opening and closing) can be set.

11.7 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 §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 to the Organizer as soon as possible after landing. This can be done by telephone, SMS , radio, or physically at take-off, in retrieve buses, at the head-quarter and in GOAL as indicated on the task board.

ALL pilots **must report back AS SOON AS POSSIBLE (usually within 30 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 as it is usually done much later than 30 minutes after landing.

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 Deadline

GPS control 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 tasks are :

- Race to goal,
- 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

The aim is to fly the distance in the shortest time. The course is the same for all pilots. Start time is individual.

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 USING GPS

14.1 Turn points

All turn points are the GPS co-ordinates provided by the TA. 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. Most of the time, TP co-ordinates will be measured on real distinguishable features on the ground that are recognizable from a great distance and preferably also at low altitude.

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 and to avoid common mistake on GPS coordinates, and to guarantee the correctness of the downloaded coordinates and recorded tracklogs. 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. Depending on the start system, sector can be inside or outside the cylinder.

Start cylinders radius are part of the task setting.

Turnpoint radius is 400m. By default, start radius is 400m

14.3 Goal, virtual and physical lines

The virtual 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 and the center of this physical line will be the official goal coordinates.

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

Two kinds of arrival are possible : with or without a physical line.

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

Goal procedure : When the pilot reaches goal, their time is stored by the GPS when they cross the virtual line. When a goal marshal and a physical line are present, 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).

Goal time: In Race to Goal tasks and when the physical line is displayed on the ground and goal marshal is present, goal times are measured by the goal marshal for the 10 first pilots. Goal marshal times will be used only to update results in case of obvious GPS time error (for example leading to wrong arrival order). In all other cases (no physical line, no goal marshal, non Race To Goal tasks, other pilots) the goal time will be measured only using the GPS.

15 TASK EVIDENCE

15.1 Source

Data will only be collected directly from a GPS. Tracklog data are private (pilot personal property). 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.

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 Checking criteria

15.3 GPS Software

GPS data are checked using the CheckIn software.

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

All calculations concerning departure and arrival time are calculated doing an extrapolation and interpolation from the previous and the next stored points.

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. ☚

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.

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.

To avoid such problems, pilots should :

- Use a GPS that correctly deals with turnpoint cylinders
- Use multiple GPS and/or datalogger.
- Use a small enough storing interval.

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.
The updated official list of accepted and non accepted GPS models is available on the PWCA site : http://www.paraglidingworldcup.org/

The PWCA keep the right to add new models in this list during the season.

As an advice, here is the GPS list at the time of this rules update :

Recommended models:

- Aircotec - Top Navigator (with Year 2000 upgrade), XC Trainer
- MLR SP24xc (free flight edition)
- IQ Compeo and compatible Vario/GPS combos
- MLR protocol compatible dataloggers (for example RUAG Dataloggers)
- Garmin models with altitude recording and fixed tracklog recording interval

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**.

Pilots are asked to limit the number of track-log points recorded by their GPS to avoid long downloads and waiting during GPS control.

16 PENALTIES & BONUS

16.1 Incorrect GPS track logs

Track log missing or non continuous tracklog when required (see **Erreur ! Source du renvoi introuvable.**)	zero scored for the task
Start or Turn point incorrect/missing	distance points to best correct documented point only granted

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

16.3 Penalty for Cloud Flying

Penalty for cloud flying	zero scored 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 Bonus Points ☚

Pilots actively taking part to a rescue action will be awarded bonus points as a compensation (see §0). This compensation is evaluated according to the position of the pilot at the time of the rescue and also his results in the other tasks during the event. ☚

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),

and

- the window is opened for more than 30 seconds per enrolled competitor and per simultaneous possibility of take off (decided by the Task Committee).

Enrolled competitor means all originally enrolled less those disqualified or officially withdrawn from the competition.

17.2 Validation distance ☚

The validation distance is defined by the Task Committee and is announced at each task briefing. It is set to 30 km by default.

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. ☚

For Pre World Cup events, the number of pilots 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 if the weather becomes hazardous or other conditions which could endanger the safety of pilots while it is still running. Cancellation or immediate stopping is announced on the safety frequency and by other means stated in the local regulations.

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.

In case of Race to Goal : if at least one pilot has reached goal or at least 1.5 hours of race have been flown after start opening, the task is scored, otherwise it 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. The result sheet must show:

- Name of pilot and nationality, Brand and/or name of glider, Team and sponsors (except for teams and sponsors with due invoices)
- Duration of flight and distance flown.
- Takeoff time and finish time for elapsed time race, race to goal or speed run and distance with GPS points.
- Sum of points awarded.

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

In the interest of the competition, an unofficial list may be displayed after each task.

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 ☚

Timepoints are limited to 500 points

It means that pilots reaching goal will always score at least 500 points.

Starting in 2007, the distance points are not linear anymore. ☚

$$Timepoints = \min\left(\frac{PilotsInGoal}{PilotsInCompetition} \bullet 1000; 500\right)$$

$$Tp = Timepoints \bullet \exp\left\{n \bullet \frac{Twinner - t}{Twinner}\right\} - Ptlin \bullet \frac{t - Twinner}{Tlast - Twinner + \varepsilon}$$

$$Ptlin = Timepoints \bullet Flin \bullet \exp\left\{n \bullet \frac{Twinner - Tlast}{Twinner}\right\}$$

$$Dp = \left(\frac{Max(Distanceflown; minD)}{Min(DistanceTask; Distancewinner)}\right)^{\left(2 - \frac{Timepoints}{1000}\right)} \bullet (1000 - Timepoints)$$

$$Points = Tp + Dp$$

Where :

Tp the time points of the pilot

Dp	the distance points of the pilot
Points	the total points of the pilot
Timepoints	the maximum available time points
Twinner	the time used by the winner of the task
Distancewinner	the distance flown by the winner of the task
t	the time used by the pilot
Tlast	the time used by the last pilot in Goal but limited to the double of the time of the winner, limited to 2 hours after the winner
Distanceflown	the distance flown by the pilot
minD	a distance attributed to any pilot,

in order to prevent "gliding competitions" this minD is set for each takeoff by the TD. Suggested is ten times the height difference from the official takeoff to the closest landing.

Constants :

n = 5

E The smallest available number in order to prevent division by zero in case only one pilot reaches goal. Should not be bigger than 1 second.

Flin = 0.5

The winner of the task is the pilot who flies the shortest time in a task, or the pilot who completed most of the task distance if no pilot reaches goal.

20 PRIZE MONEY

Prize money at each competition 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 loose the right to receive prize money. Prize money can be awarded to more pilots.

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

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

A. SELECTION OF PARTICIPANTS ☚

The World Cup Office will select participants according to their two best results from previous competitions agreed by the World Cup office as shown in Nation Class Table updated every year according to pilots results (see **Erreur ! Source du renvoi introuvable.**below).

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 at Paragliding World Cups in the previous years. In case of a second tie, the precedence is given to the youngest pilot.

Women are selected using their results in overall rankings.

The results of the **current season** are not used for selection except Paragliding World Cup competition results on pilot request.

To select the best pilots, the World Cup will use a maximum of 2 result sheets for each country. National championship and national league results take precedence. **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.** For example, any League or Championship results based on only one task result, will be devaluated by one class. ☚

The previous season final League and Championship (national and open) 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. ☚

⇒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 class.

⇒One 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 either from the Open or from the national Championship.

⇒In case a National Championship is divided in several open competitions flown in a foreign country and with at least 10% of foreign pilots, open results or overall Championships - whichever is better - of each event are taken into account for these foreign pilots. For national pilot, only the overall Championships result is taken into account. (Eg: British Championship)

⇒In case an open competition is including several National Championships (Ex: Nordic open), the class of this open is the one of the best classed country using it as its National Championship.

⇒In case a National Federation is not organizing a National Championship, the World Cup Committee can select a major Open event as a replacement. ☚

⇒**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".

⇒The 30 best overall pilots and the top 5 female pilots of the previous tour are always qualified but need to register as all other pilots within the official deadlines.

⇒In case of multiple National Championships or League result in a single country, the PWCA Committee will decide the class for these results.

⇒As a first ranking letter, pilots can also use their best ranking letter from one season before (2006 for tour 2007) devaluated by 2 letters (ex: BC in 2006 gives a DX in 2007).

When the current World Cup ranking is based on at least 3 tasks, the top 30 pilots are automatically selected and put at the top of the waiting list if necessary. ☚

Previous World Cup champions are always selected with "AA" qualification letters. ☚

The Nation Class table is calculated according to the method voted by the World Cup Committee in 2004:

- The calculation is made using the first 4 pilots who scored points for their nation in the last World Cup overall, and the last FAI World Championship.

- When a nation does not have five pilots ranked, the table is filled with the rank of the last pilot (this gives 215 in World Cup and 151 in the World Championship).

- Nation rating is given by the following formula: (W. Cup total / W. Cup Maximum + FAI total / FAI maximum) * 1000/8.

- Class is the category that is attributed to the Championships and League results of the ranked nations.

- Nations that are not ranked in this table are ranked in the class 7.

Distribution table :

Class	From	To
1	1	100
2	101	200
3	201	500
4	501	700
5	701	900
6	901	999

Example : A nation that has a rating of 410 has his League and Championships results ranked in Class 3.

			2006 World Cup					2005 World Championship					
	Class 2007	Rating	1st	2nd	3rd	4th	*World Cup*	1st	2nd	3rd	4th	*FAI*	Class 2006
SWITZERLAND	1	29	1	7	8	9	*25*	1	3	5	8	*17*	2
GERMANY	2	109	11	17	23	38	*89*	6	16	23	24	*69*	2
CZECH REP.	2	112	3	13	14	19	*49*	12	21	30	38	*101*	2
ITALY	2	130	6	27	29	36	*98*	7	10	29	42	*88*	2
FRANCE	2	158	2	5	12	24	*43*	26	28	34	73	*161*	2
AUSTRIA	2	167	15	37	43	68	*163*	2	4	31	50	*87*	2
JAPAN	3	317	10	16	50	57	*133*	41	69	80	100	*290*	3
SLOVENIA	3	337	4	44	49	71	*168*	57	60	79	93	*289*	3
BRAZIL	3	338	31	96	101	105	*333*	9	11	58	97	*175*	3
U.K.	3	368	28	66	76	184	*354*	14	37	56	89	*196*	3
SPAIN	4	508	104	107	153	164	*528*	22	25	87	109	*243*	3
RUSSIA	4	527	18	72	80	*215*	*385*	39	95	108	124	*366*	4
KOREA	4	611	181	182	*215*	*215*	*793*	13	45	48	75	*181*	4
AUSTRALIA	4	666	*215*	*215*	*215*	*215*	*860*	27	51	55	68	*201*	4
SWEDEN	4	668	116	136	*215*	*215*	*682*	19	35	123	*151*	*328*	4
SOUTH AFRICA	4	678	81	*215*	*215*	*215*	*726*	43	65	76	125	*309*	4
USA	4	679	139	*215*	*215*	*215*	*784*	20	66	71	113	*270*	5
SLOVAKIA	5	700	51	133	165	*215*	*564*	67	81	*151*	*151*	*450*	4
NORWAY	5	703	115	141	160	*215*	*631*	59	78	118	*151*	*406*	5
POLAND	5	737	94	97	169	*215*	*575*	64	121	*151*	*151*	*487*	4
PORTUGAL	5	738	98	134	200	*215*	*647*	47	88	*151*	*151*	*437*	4
MACEDONIA	5	746	86	*215*	*215*	*215*	*731*	40	46	*151*	*151*	*388*	5
BELGIUM	5	765	*215*	*215*	*215*	*215*	*860*	15	32	122	*151*	*320*	4
DENMARK	5	769	*215*	*215*	*215*	*215*	*860*	18	53	103	*151*	*325*	5
MEXICO	5	806	70	*215*	*215*	*215*	*715*	84	86	*151*	*151*	*472*	5
NETHERLANDS	5	811	*215*	*215*	*215*	*215*	*860*	61	72	92	*151*	*376*	5
ARGENTINA	5	820	99	174	*215*	*215*	*703*	94	101	*151*	*151*	*497*	6
NEW ZEALAND	5	868	*215*	*215*	*215*	*215*	*860*	70	91	136	147	*444*	5
TURKEY	5	873	147	203	*215*	*215*	*780*	54	151	*151*	*151*	*507*	4
BULGARIA	5	881	92	*215*	*215*	*215*	*737*	110	135	*151*	*151*	*547*	4
INDIA	5	897	128	198	203	*215*	*744*	111	148	*151*	*151*	*561*	5
GREECE	5	900	111	*215*	*215*	*215*	*756*	116	138	*151*	*151*	*556*	5
CANADA	6	908	*215*	*215*	*215*	*215*	*860*	102	106	140	145	*493*	6
FINLAND	6	911	*215*	*215*	*215*	*215*	*860*	44	*151*	*151*	*151*	*497*	6
VENEZUELA	6	912	*215*	*215*	*215*	*215*	*860*	83	119	145	*151*	*498*	6
HUNGARY	6	920	*215*	*215*	*215*	*215*	*860*	77	130	149	*151*	*507*	6
SERBIA	6	952	*215*	*215*	*215*	*215*	*860*	98	146	*151*	*151*	*546*	5
CROATIA	6	954	*215*	*215*	*215*	*215*	*860*	105	142	*151*	*151*	*549*	5
COLOMBIA	6	964	*215*	*215*	*215*	*215*	*860*	107	*151*	*151*	*151*	*560*	6
IRAN	6	977	175	*215*	*215*	*215*	*820*	151	*151*	*151*	*151*	*604*	6
ISRAEL	6	983	*215*	*215*	*215*	*215*	*860*	131	*151*	*151*	*151*	*584*	6
HONG KONG	6	994	*215*	*215*	*215*	*215*	*860*	144	*151*	*151*	*151*	*597*	6
LITUANIA	6	999	*215*	*215*	*215*	*215*	*860*	150	*151*	*151*	*151*	*603*	6

Nations Class Table

The competition results are classed as follows for 2007 qualifications : ☚

Class 0
- World Cup Overall ranking 2006

Class 1
- World Cup Overall ranking 2005
- World Cup Events 2006 – 2007 with at least 2000 points sum for the task winners
- FAI World Championship 2007 (Australia)
- 2006 League & Championships : SWITZERLAND

Class 2
- World Cup Events 2006 – 2007 with at least 1000 points sum for the task winners
- FAI European Championships 2006
- 2006 League & Championships : AUSTRIA, CZECH REP., ITALY
- 2006 League only: FRANCE, GERMANY

Class 3
- World Cup Events 2005
- World Cup Events 2006 – 2007 with less than 1000 points sum for the task winners
- Pre-World Cups 2006: Bulgaria, Colombia, Russia, Spain
- 2006 League & Championships : BRAZIL, JAPAN (JPA), SLOVENIA, U.K.
- 2006 Championships only: FRANCE, GERMANY

Class 4
- Pre-World Cups 2006: Turkey, Japan
- 2006 League & Championships : AUSTRALIA, JAPAN (JHF), KOREA, RUSSIA, SPAIN, SOUTH-AFRICA, SWEDEN, USA

Class 5
- 2006 League & Championships : ARGENTINA, BELGIUM, BULGARIA, DENMARK, GREECE, INDIA, MACEDONIA, MEXICO, NETHERLANDS, NEW ZEALAND, NORWAY, POLAND, PORTUGAL, SLOVAKIA, TURKEY

Class 6
- 2006 League & Championships : CANADA, COLOMBIA, CROATIA, FINLAND, HONG-KONG, HUNGARY, IRAN, ISRAEL, LITHUANIA, SERBIA, VENEZUELA

Class 7 : any other country

Any League or Championships results based on only one task result, are devaluated by one class. ☚

Open events replacing National Championships:

- Mexico: Monarca Open
- South Africa: All African Open

Results are then graded as follows for each pilot : ☚

	Ranking																
Class	1	2	3	4-5	6-7	8-10	11-15	16-20	21-25	26-30	31-35	36-40	41-50	51-60	61-70	71-80	81-90
0	A	A	A	A	B	B	B	B	C	C	H	I	J	K	L	M	N
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	X
3	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X
4	A	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X
5	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X
6	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X
7	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X	X

2007 Qualification Letter Table

B. GPS ADVICES

Pilots will support all the sportive consequences if they do not follow these advices.

a) All models

Be sure to set your equipment on WGS84 and UTM to avoid any error in the transferred data (waypoints or tracklog).

It's to the interest of the pilot to set his track log recording correctly. The more points will be recorded during the flight, the more the flight verification will be accurate. At the same time, the entire flight from the start area (Take off; TPO or start) to the landing should be recorded.

On the other side, for slow transfer equipments (like Garmin models), it is asked to limit the number of points recorded to a maximum of 2000.

If your GPS does not record at least one point when you were in the sector (because the interval was too big), you may be declared "out" at GPS control.

The decision on how to set the recording interval is the responsibility of the pilot.

b) Garmin GPS :

Feed your GPS with the official turn point list directly from the TA computer.

If not already present, create a special way point starting with a dash ("-") and ending your pilot number, Example: Pilot #26 -> Way point : - 26.

The "pilot waypoint" is only needed in Garmin models.

Caution : if you transfer the turnpoints from a GPS to another after having entered your pilot number using a "dash" point, these points must be renamed according to the number of the other pilot.

Set the track log recording mode on "wrap" *(this will guarantee you to record the end of the flight (because recordings that exceed the capacity of your GPS memory are erasing the beginning of the flight).*

Set the track log time interval on the best setting you expect for the task but avoid very short intervals (under 5s) to speed up tracklog downloads.

Before every task, **clear your track log**, and marked way points and set the tracklog recording to "on".

Just after landing, mark the co-ordinate of your landing place (using MARK + ENTER only) and **set tracklog recording to OFF** (to avoid your retrieval to be recorded) and switch off your GPS.

Do not turn on your GPS again before GPS control.

Do not mark any other waypoint in your GPS before GPS control.

Right before GPS control, switch your GPS on, do not put it in "Simulator" mode, remove the plug cover and make sure it is set on GRMN/GRMN protocol.

c) MLR SP24XC "Free Flight":

Make sure your GPS is set on WGS84 and UTM before doing any transfer of waypoint, otherwise the coordinates will be wrong in your GPS.

Feed your GPS with the official turn point list directly from the TA computer.

Set the track log time interval on 10s (avoid shorter intervals to speed up tracklog downloads).

Before every task, **clear your track log**.

Just after landing, mark the co-ordinate of your landing place (using MARK + ENTER only) and **switch off your GPS**.

Do not turn on your GPS again before GPS control.

Do not mark any other waypoint in your GPS before GPS control.

Right before GPS control, switch your GPS on, make sure your serial port is "active" (it is useless to put it "inactive" as it doesn't save battery like it has been said), remove the plug cover.

d) Top Navigator

Feed your GPS with the official turn point list directly from the TA computer.

Just after landing, **switch off your GPS**.

Right before GPS control, switch your GPS on and go on the download screen of your day's flight.

e) Other models

For Garmin or MLR protocol compatible models (like Dataloggers), make sure all your equipments are set on WGS84 and UTM to avoid bad track log recordings.

If you use a special cable, bring it with you at GPS control.

C. 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 may be granted a compensation at the discretion of the Meet Director, depending on the rescue and the evaluated loss of points.

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.
- 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 :

- Throw a flare.
- 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 :
    - conscious/unconscious.
    - pulse, breathing.
    - mobility.
    - opened fracture/ closed fracture.
    - 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.

*****

Personnal notes:

PARAGLIDING WORLD CUP - TOUR 2007

Japan	7-14 April
Spain	2-9 June
Italy	14-21 July
Turkey	25 August - 1 Sept.
Argentina	13-20 October

Tour 2007 partners

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