

Introduction

These Rules apply to British National Paragliding Championships and are to be used in conjunction with the General Section and Section 7 of the FAI Sporting Code. References to Section 7 refer to the latest edition of the Code, which can be found at http://www.fai.org/hang_gliding/documents/sc7.asp.

The two fundamental rules are:

1. Safe flying: All pilots fly under their own responsibility. It is each pilots responsibility to take all necessary actions to maintain their own safety during the competitions, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to the British National Paragliding Championships for all pilots to accept without restriction to hold the Organisers and British Competitions Panel harmless, and waive all claims to compensation.

2. Sportsmanship: The purpose of the British Paragliding Championship is to provide a sporting, fair, competitive and safe contest, in order to determine event and Championship winners and to reinforce friendship among competitors and pilots from visiting nations.

COMPETITORS BEHAVING IN AN UNSAFE OR UNSPORTING MANNER WILL BE PENALISED AND MAY BE DISQUALIFIED.

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Events

The British Championship is valid if 4 or more tasks are flown during the season.

UK Events

Normally held over one or more long weekends of 3 or 4 day duration.

Foreign Events

These are one-week events, which may be Open to foreign competitors. Wherever possible foreign competitions will have tasks from Sunday to the following Saturday. Registration will take place on Saturday before the event. The prize giving ceremony will normally be on Saturday night. The last Saturday is a full competition day.

Number of Participants

The maximum number of pilots participating in any round is set at the Meet Director's discretion. Pilots who will arrive late for registration should contact the organisation to ensure that their place remains available. Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the Participant requirements.

Local regulations

Local regulations are rules prepared by the Meet Director or Technical Director. They must be submitted to the Competitions Panel one month prior to the event and be displayed at the Meet Centre during the competition.

Pilot Qualification

A competing pilot has to be qualified to meet the standards of a British Paragliding Championship.

For entry into the British Paragliding Championship the pilot must hold an Advanced Pilot qualification (or Parapro stage 5 for international pilots). Holders of British FAI licences must, in addition, have either flown a 30km goal flight, or 25km goal flight in competition, or must have come in the top 2/3rds of a valid FAI sanctioned Cat 2. competition (and thus have scored WPRS points).

For entry into a British Open event the pilot must hold a Pilot qualification (or Parapro stage 4 for international pilots).

Each competitor must hold a valid FAI Sporting Licence.

The organisers can also refuse a pilot entry if, in the view of the organising committee, the pilot presents a serious risk to safety.

Insurance

All participants must have a valid medical health care insurance (covering all hospital expenses, rescue and repatriation) as well as third party liability insurance with an insured limit of at least £400,000 (or foreign currency equivalent).

A statement from your insurance company, in English language, must be shown at registration, proving that you have met the insurance requirements and including 7 day, 24hour contact number in case of accident.

If insurance details are not available the pilot will lose his/her place to a pilot on the waiting list.

For a UK based event third party liability insurance must be at least £2,000,000.

Glider Classes

Prizes will be awarded for the following classes making up at least 20% of the field.

«Open Class» is for any Glider with certification above Serial Class.

«Serial Class» is for any glider up to DHV 2/3, AFNOR Performance or CEN C.

Dual Gliders

May be allowed at the discretion of the Meet Director.

Changes to Gliders

A Glider showing a certification certificate produced by a CIVL recognised testing body, cannot be changed in any way in its configuration. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested is considered as a prototype and must comply with the following requirements:

Each glider must have a serial number for identification.

- Produce the manufacturer agreement for a nominated pilot to fly the prototype.
- A prototype certificate from a CIVL recognised test body, which requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See chapter 17 of CIVL section 7 “Paragliding line Certificate”
- A manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.

Glider Checking

A glider may be checked at any time throughout the competition. After protest or incident gliders will be inspected. It is always the pilot's responsibility to prove that the wing conforms to certification requirements, requiring the pilot to provide manufacturers diagrams and certificates. Failure to meet certification requirements will result in disqualification of the pilot from the competition.

Contest Number

Numbers and markings are not required unless there are two identical gliders. In this case one glider will be requested to have specific identification using supplied tape.

PRIZES

Individual Prizes

Prizes will be awarded for:

- Top 3 finishers in open class
- First female
- First serial

Team Prize

A team prize will be awarded for the best team at each Open event. All 5 pilots from each team score for each task. Team **members** are to be declared at registration. **No changes can be made after the first day General Briefing.**

REGISTRATION

Payment of Registration

If a pilot has given his credit card number to the organiser in order to pay his entry fee, it will AUTOMATICALLY be used to pay his registration fee at the payment deadline of the competition UNLESS, THE PILOT HAS INFORMED THE ORGANISER OF HIS NON PARTICIPATION.

Cancellation of Registration

Any pilot who has paid his entry fee and who doesn't come to the competition will not be reimbursed (except for exceptional circumstances).

REGISTRATION FEES

The registration fee covers, but is not limited to:

- Rapid medical intervention for take-off area
- GPS co-ordinates and turn-point identification
- GPS verification and scoring
- HQ communication base for pilot safety
- T Shirt
- Team competition and prizes
- Individual pilot competition and prizes

Organisers and Committees

Meet Director (MD)

The Meet Director is responsible for the successful management of the event and will be assisted by a number of volunteers.

Technical Director (TD)

A Technical Director has responsibility for task setting and task logistics, having a detailed knowledge of the flying area.

Task Committee (TC)

The Task Committee consists of:

- The Technical Director
- Two pilots with good local knowledge chosen by the TD
- The Meet Director
- One pilot representative voted by competing pilots

This task committee must unanimously agree each day's task, considering all issues affecting task safety.

Safety Committee (SC)

The Safety Committee consists of:

- The Safety representative (SR) of the competitions panel
- One pilot representative voted by competing pilots
- The Chief Marshall to cover take-off and landing areas

The SC is responsible for task safety issues. The competitions panel and SR are responsible for event safety issues.

Protest Committee

Following a protest, at the next general briefing, two members of the Comps Panel committee, not the Chairman, shall be elected by secret vote by the pilots and will constitute, with the MD, the jury in charge of dealing with a protest.

BRIEFING

There are 2 types of briefing:

- General briefing
- Task briefing

General Briefing

All competitors must be present at the general briefing that takes place at the request of the Organiser. The main information of this briefing must also be displayed on information boards.

Task Briefing

The task briefing will be held at the takeoff area in the presence of all pilots. All technical data specified during this briefing is displayed on the briefing board, as specified in Appendix B of these rules.

The window can be opened a minimum of 20 minutes after the end of the task briefing. In case of a new briefing, the delay of 20 minutes can be reduced.

Pilots' Responsibility

It is the pilots' responsibility to remain informed through the briefing and by consulting the official board put up for this purpose.

RESULTS

A provisional result list will be posted on the official board at 08:00 (unless technical difficulties require a later posting).

Complaints or protests can be raised up to two hours after provisional result posting.

At the end of the complaint period the provisional results must either be held pending the result of a protest committee, or be approved and signed by the MD & the TD. After this signature no further corrections can be made.

COMPLAINTS, PROTESTS AND APPEALS

Any pilot enrolled in the competition can make a written (in English) complaint to the Meet Director. It has to be made within two hours of the announcement of the provisional results. The Meet Director will deal with the complaint.

If the person complaining is not satisfied with the outcome, he has the right to protest. Such protest must be made in writing (in English) and be handed to the MD with a protest fee of £10 (or equivalence in local currency) within 2 hours of the announcement of the decision regarding the complaint. The protest committee decision will be displayed on the official information board. This committee may decide to refund the protest fee if the protest is upheld.

Appeal

Any registered pilot can make an appeal concerning any protest committee decision. The appeal must be made in writing in English, within 24 hours signed by 2 comps panel members, not the Chairman, together with the £20 protest fee (or local equivalent) and it must be accompanied by all necessary documents. It has to be addressed to the TD and will be dealt with by the Chairman and two competitions panel members not involved in the original protest decision. The fee will be refunded if the appeal is upheld.

FLYING AND SAFETY REGULATIONS

Compliance with 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.

Airspace

Task setting will avoid flying through restricted airspace. Pilots must be fully conversant with air law and must be in possession of an approved airmap and altimeter.

Flight Limitations

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors or the public is prohibited.

Damage to a Competing Glider

Any major damage shall be reported to the Technical Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss or theft beyond the control of the competitor. It may be replaced by an identical make and model, or by one with similar or lower performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

Protective and Safety Equipment

Every competitor shall wear a protective helmet, back protection and carry an emergency parachute on all flights. **In addition a whistle and torch must be carried in case of need to retrieve at night.**

Fitness

A pilot may not fly unless he/she 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.

Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

The TD will confirm each day the direction of all 360deg turns in front of take-off, within a given radius. Failure to comply with turn direction will incur a penalty.

Cloud Flying

Paragliders are required to fly under VMC. Clear of cloud, and in sight of the ground. Cloud flying is defined as any part of the glider or the pilot disappearing into cloud, from the view of an adjacent pilot. Cloud flying is prohibited and will be controlled by flying marshals and evidence supplied by more than one pilot, and by gps track altitude.. For safety reasons, including collective cloud flying, the MD and/or the TD may cancel the task before the last landing time.

Should a pilot enter cloud he/she must be seen by adjacent pilots to return to a point of no advantage, or must demonstrate avoiding taking an advantage on the track log (for example by turning 90 degrees to the course line and pulling big-ears to descend until clear of cloud).

Ballast

A competing glider may carry reasonable 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.

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.

Communication Equipment

Radios may only be used in the air for safety reasons. The Organiser of the event will announce an official safety frequency. This frequency must comply with local laws. For retrieval the Organiser may announce one or more frequencies. The Organiser is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are highly disruptive, not allowed and must be deactivated. PTT switches must be placed in a position where they cannot be accidentally activated.

Team Communication

Competitors within the same team may choose to talk on a team frequency. This frequency must be registered at registration. The team must also ensure that it can adequately monitor the safety frequency. Team communication with the ground is not allowed.

GPS

GPS will be used for flight control. Each pilot must be equipped with a GPS. Both primary and back-up GPS can be used following registration of their serial numbers.

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

Pilots must bring their GPS to check-in after each task in order to download their tracklogs.

TAKEOFF

All pilots who wish to compete in the day's task have to sign the competition list at take-off and sign-in after task completion. Failure to do so will result in a pilot penalty.

Takeoff Area

Only pilots who have announced their takeoff and organisational staff are allowed to enter the takeoff area. For safety reasons the Meet Director may allow extra help.

Access to the Takeoff Area

The exact takeoff procedure for each event will be announced at the general briefing and will be displayed on the information board.

Access Conditions for Top Pilots

The top 20 pilots of overall OPEN ranking have the right to take precedence over other pilots in the takeoff area whenever they choose. If a queuing system is used the remaining pilots may be required to enter the take-off area in overall OPEN position order (at the Meet Director's discretion).

Open Window

Opening time of the window and window extension time will be announced at the task briefing and be displayed on the official briefing board.

Window Extension

If, for safety reasons, the Meet Director or Chief Marshall considers that conditions have become dangerous, he may interrupt the task and close the window. The window will then be extended by the time the task was interrupted without, however, exceeding the deadline for window extension.

Restart

In the case of a major problem forcing re-landing immediately after start, a pilot may take off again. The pilot's takeoff time remains, in any case, the one of the earliest start.

Types of Start

Three types of start can be used:

- Start from the ground at a start time announced at the briefing and displayed on the briefing board.
- Start in the air at time intervals chosen by the Organiser.
- Start in the air chosen by the pilot anytime after a time announced at the briefing and displayed on the briefing board.

LANDING

Finish Line

The finish line is at least 50m long and 1 m wide located to the side of the landing area and at 90 degrees to the last turnpoint. The pilot must cross the finish line,

before any part of the pilot's body touches the ground, in the given direction to be eligible for time points. It is the pilot's responsibility to cross the line at a height allowing the landing marshals to clearly see any identifying marks.

Auxiliary Landing Areas

Auxiliary landing areas may be used to allow pilots to land out of goal but safely. The TD is free to grant these pilots bonus points, in which case relevant information has to be announced at the task briefing and displayed on the briefing board.

Goal Deadline

The latest time for landing at goal will be announced at the task briefing and displayed on the task briefing board. Pilots who land in goal after the deadline will not score time points.

Check-In

A pilot must check-in to the Meet Centre as soon as possible after landing. This is best done over the telephone or, if possible, on a given radio frequency. The latest time for check-in will be announced at the task briefing and displayed on the briefing board. It is important to comply to avoid unnecessary search and rescue operations. Pilots who do not respect this rule will score zero for the task and could be disqualified from the event.

Landing deadline

A landing deadline is the time when all pilots must have landed. If a safe landing area cannot be found at this time the pilot is allowed to land as soon as possible after the landing time. In any case the pilot's position will be the best position from the GPS track-log prior to the landing deadline. The land-by deadline must be at least 90minutes before GPS sun-down at the official goal field.

Check-in Deadline

Checking-in is mandatory for all pilots who signed to start the task. Each pilot must personally sign-in and hand in their GPS.

TASKS

Recommended tasks are:

- Race to goal (with or without turnpoints)
- Elapsed time to goal (with or without turnpoints)
- Free distance on an axis / in a sector

Race to Goal

The aim is to be first in goal. Start time and course are identical for all pilots. Air or ground starts can be used. Arrival time at goal will be taken when the pilot crosses the finish line. Pilots who do not reach goal, or reach goal after the goal deadline will only be awarded distance points.

Elapsed Time to Goal

The course is the same for all pilots. Start is up to the individual during the open window. Timing stops when the pilot has crossed the finish line. The aim is to fly the course in the shortest time.

Free Distance on an Axis / in a Sector

The TD can limit the course and may fix a first compulsory turnpoint. The pilot, who follows these limitations and flies the furthest distance from the takeoff area, wins. Distance will be measured by GPS and 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". The furthest GPS data point is scored – not the landing point.

Distance with GPS points.

The aim of this task is to let the pilots find the best performance for a day. Every pilot can fly wherever he likes inside a certain area (defined by the TD) to do the best distance. A defined number of declarable points are announced at the task briefing (normally 3 to 5 points in addition to the take off and the landing place). Pilots choose their own turn points and later declare the flight they made using their GPS. Landing at goal should bring a bonus distance (typically 15%). The winner is the pilot who flew the best distance.

This task should be used when alternative task setting is hazardous. Specific management of this task using the GPS is explained in the GPS rules. Points declared but situated out of the indicated or allowed flight area are not taken into account.

TURNPOINTS, SECTORS AND GOAL LINE USING GPS

Turn points

All turn points are the GPS co-ordinates provided by the organisers. The official turn point list will be downloaded during registration. Organisers can change or add co-ordinates during the event. In this case the changes will be announced at the task briefing. TP co-ordinates can be real distinguishable geographical points on the ground that are recognisable from a great distance and preferably also at low altitude, or alternatively they can be virtual points. The GPS co-ordinate is the point to fly.

By default, official map datum (geodetic system) will be WGS84 and position format will be UTM.

Sectors

Turn points sectors are cylinders around the GPS co-ordinate supplied by the organisers. Cylinders are also used as start and arrival sectors. Cylinder radii are part of the task settings that may be set by the TD. But by default:

- Turn-point sector radius is 400m
- Start and arrival radius is 400m

Inside a single task (and as far as possible inside a particular event), turnpoints should have the same radius.

Goal sectors and finish lines

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

Goal sector definition: the goal sector is a cylinder (400m radius is default) that the pilot must reach.

Finish line definition: the finish line is a physical line on the ground.

Goal procedure: When the pilot reaches goal, their time is stored by the GPS when they cross into the goal cylinder. The pilot then needs to fly over the finish line to validate their time points (or at least land on it). If the first point of contact with the ground is before the finish line pilots will only score distance points. The pilot must cross the finish line perpendicularly, in a given direction to be eligible for time points. It is the pilot's responsibility to cross the line in order that the landing marshals can clearly see identifying features.

Note that in some cases the TD could set a task with no finish line. In this case, crossing the goal sector validates the time points.

TASK EVIDENCE

Source

Data will only be collected directly from a GPS. No copies of files, or files from any other source will be accepted as evidence for a flight. Only **valid GPS data data** will be considered as true evidence.

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 main 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.
- A continuous track-log is one where each consecutive point is 30 seconds or less from its predecessor.

GPS Software

GPS data are checked using software that respects FAI section 7 specifications. The software is able to check positions in relation with times. All calculations concerning departure and arrival time are calculated doing an extrapolation from the previous and the next stored points.

The software is also able to check :

- Departure time during starts.
- Cylinders sector crossing at air starts and turn points.
- Landing place.
- Time at arrivals,
- The best position declared or reached by the pilot during the flight (this position will be kept if better than the landing co-ordinate).
- Positions at a fixed time (stopping of the task in the air).

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 organiser), the track-log must show one of the following :

- A point within the cylinder sector.
- A pair of points where a straight line drawn from the first point to the second point passes through the cylinder sector.

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. Pilots need to make a declaration of their best position.

Using a Garmin or MLR GPS, this declaration must be done using the MARK + ENTER function on the tracklog after the flight has been completed. The best position can be the landing place or a flying position ahead of the landing place.

Using a Top Navigator, the pilot only needs to declare landing co-ordinates on the run report. If the pilot flew further before landing, his best position will be automatically scanned from his track log.

Mandatory Track log

Where forbidden or dangerous airspace exists, the TD can ask the pilot to provide a track log that proves that these areas were avoided. If necessary this will be announced at task briefing.

Pilot's responsibility and management of the GPS during a task

- Pilots can have multiple GPS.
- Pilots need to set the right parameters prior to their flight.
- Pilots need to erase their previous track before every new task.

- GPS failure (software or material) continues to be the pilot's responsibility.
- The track log claimed is the pilot's track log - the organisation can cross check several track logs.

Because of ground speed and too small a storing interval, pilots can be declared out of sector even if they have reached the sector. It's up to the pilot to guarantee that they are shown in sector. To avoid such problems, pilots may wish to:

- Use multiple GPS.
- Use a small enough storing interval (like 10s).
- Use a GPS that store at least 2000 points

GPS at landing

If a pilot lands before goal there needs to be a record of their landing place:

- 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.
- The Top Navigator, must be switched off.
- Those actions must be done IMMEDIATELY AFTER LANDING AND BEFORE ANY MOVEMENT ON THE GROUND.

Specific use of the GPS in Distance with GPS points

In this task pilots use their GPS and stored marked points to declare their performance. Using Garmin and MLR models : all non renamed previous marked way points must be erased from the memory before the beginning of the task. The declared performance will be computed using the non renamed marked points (001, 002, 003...). As usual, if pilot does not reach goal, the last marked point will be considered to be his landing place. Top navigator users just need to store way points in a normal way and not rename them.

GPS models

Because of technical limits not all GPS models will suit the verification protocol. The list of accepted and non accepted GPS models is available on the British Paragliding Championships site at:

<http://www.pgcomps.org.uk/>

Procedures and information on use of GPS is also available.

The most important points include:

- Feed your GPS with the official TP list. This will be provided by the organisation at registration.

Caution: if you transfer the organisers points 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 time interval on the best setting you expect for the task:
A good setting should cover the ENTIRE flight with the SMALLEST possible track log interval.

(* caution old Garmin 45 models are limited to around 500 recorded points.

Top Navigator allows pilots to cover the flight with 1 recorded point each 10 seconds.

- Fill a special way point starting with a dash ("-") and ending your pilot number, Example:
Pilot #26 -> Way point : - 26.
- Clear your track log and marked way points before every task.
- Mark the co-ordinate of your landing place (using MARK + ENTER only) and set track-log recording to OFF before switching off your GPS just after landing.
- Please do not turn on your GPS again before the run-report.
- Do not mark any other new point in your GPS before the run-report.
- Bring your GPS with you during check-in.
- Turn the GPS on just before transferring your track-log, using the required interface setting.

PENALTIES

Penalties for incorrect GPS track-log and launch

- Start point incorrect/missing = zero score for task.
- Turn points incorrect or missing = distance points given to last correct point.

Penalty for Failure to Sign or Report

Competitors who fail to sign the fly list at take-off, or who fail to report back after a task, will score zero for the task.

Penalty for Cloud Flying

Penalty for cloud flying is zero score for the Task. Repeated offence is disqualification from the competition.

Penalty for Exceeding Ballast

Pilots carrying ballast in excess of the limit, or carrying ballast other than fine sand or water, will be penalised 25% of the maximum task score.

Penalty for Infringing Turn Direction

Pilots infringing turn direction will be penalised 10% of the maximum task score.

Penalty for False Declaration

Pilots claiming false distance of furthest point will be penalised ten times the false distance in the task. Repeated offence is disqualification from the competition.

VALIDATION OF A TASK

The task will be validated when:

The window is opened for more than 30 seconds per pilot. Here, total pilot number is all originally enrolled less those disqualified or officially withdrawn from the competition.

CANCELLED OR STOPPED TASK

The Meet Director and/or the Technical Director can cancel a task in case of hazardous weather or other conditions which, in their view, could endanger the safety of pilots before the landing deadline is expired. Cancellation is announced on the safety frequency and by other means stated in the local regulations.

A task will be cancelled (and not scored); unless at least one pilot has landed in goal at the time the task is stopped. Where at least one pilot has landed at goal the task will be scored and pilots' scores will be determined from their GPS track log position at the time the task was stopped.

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

ASSISTANCE TO A PILOT IN DANGER

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 organiser as soon as possible and will be allowed to use the official safety frequency.

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

- nature and location of the accident;
- position of the victim;
- name of pilot reporting the accident;
- description of paraglider in trouble.

A pilot rescuing an injured pilot will be compensated task points equal to those given to someone in his overall competition position. For example a pilot who finishes the competition in 12th place will score 12th place task points.

PILOT LISTING AND RESULTS

The Organiser shall publish a list of all competing pilots with names and nationality as well as the manufacturer of the glider.

The result sheet must show:

- Name of pilot and nationality
- Brand and name of glider
- Type of class
- Duration of flight and distance flown
- Take-off time and finish time for elapsed time race, race to goal or speed-run.
- Sum of points awarded.

SCORING

Calculation will be made using the RACE 2000 scoring program (see Appendix C).

OFFICIAL PUBLICATION OF RESULTS

The results will be published at the end of each event and sent promptly to FAI for inclusion in the latest World Pilot Ranking.

APPENDIX A - REGISTRATION CHECKLIST

Documents to be shown by a pilot at registration:

- Proof of medical and third party insurance – **in English with 7 day, 24hour contact number.**

- Valid FAI Sporting Licence.

- Valid BHPA licence, or Parapro licence for foreign pilots.

- If flying an uncertified wing:

 - Produce the manufacturer agreement for a nominated pilot to fly the prototype.

 - The “ Paragliding line Certificate” produced by a CIVL recognised body

 - A manufacturer certificate guaranteeing that the prototype meets the standard recognised by CIVL.

Any pilot failing to meet these requirements will be refused entry to the competition and will lose their entry fee.

Checking, registration and receipt to be carried out at registration:

- Check registration details

- Register GPS serial numbers

- Receive official turn-point download

- Receive official map (if required) and clothing

- Register for social events

- Register team name and radio frequency

- Be photographed for event ID card

APPENDIX B – TASK BRIEFING BOARD

SECTION 1: **Task** definition, Type of task, task distance, minimum validation distance, pictures of each turn point with altitude, GPS Co-ordinates, description of goal and specifications on finish line, goal dead line, window opening time, landing deadlines, report back and check in

SECTION 2: **Safety** Information Compulsory safety radio frequency, retrieval radio frequency if available, retrieval telephone number, telephone number of rescue services.

SECTION 3: **General Information** that may include weather forecast with altitude wind layer specifications, map (scale at least 1/100,000) with drawn task route and turn point sector, maximum vertical speed expected.

APPENDIX C - SCORING AND MEASUREMENT

1. Measurement of Distances

Distances are measured by GPS tracklog.

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 best point on track and the next turnpoint or goal, with the provision that any subtracted distance cannot be greater than that to the last correctly rounded turnpoint or start point.

Distance is measured from the edge of the take off cylinder to crossing the goal line, or open distance landing point.

2. Measurement of Time

Time is measured in hours, minutes and seconds.

3. Scoring Formulae

Scoring will be done using Race 2000 with GAP v98/2 scoring algorithm.

APPENDIX D - RESCUE ACTIONS IN COMPETITION.

Organisation Responsibility

- Radio coverage for as much of the course as practical.
- To make clear & precise decisions with the injured pilot and/or with the pilot who is giving assistance.
- If possible put the rescue aid in touch with the accident area.
- Transmit all information to the rescue aid (general state of the injured, location, etc...)
- Cancel the rescue action (if needed) if it was asked for by someone external to the competition.

Obligations of the injured pilot:

The pilot must:

- Be in radio contact with the organisation or with a pilot who is in the air.
- Give his geographical position, his altitude, GPS co-ordinates, colour of his glider, his name, pilot number, his general state.
- Estimate the general help (rescue action by helicopter or by land)
- Stay in contact with the organisation and follow the instructions.

Pilots obligations: protect – alert - rescue action

Before landing:

- Take some landmarks in order to facilitate the location of the accident zone and the altitude of the accident and the GPS co-ordinates.
- To make contact with the organisation from the air by radio or by mobile phone (better radio contact).
- Alert message like:
 - My name is...number....
 - I am a witness of an accident at such place.
 - The injured has a glider of such constructor, such colour.
 - 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?

Waiting for the organisation decision and:

- Land near by.
- Or stay in the air, close to the accident for a better localisation.
- Or go on with the task.

If radio contact with the organisation is impossible:

- If there is another pilot near by, or in radio contact with you ask him to contact the organisation landing near a telephone, stay in contact with the pilot in order to give him information about the rescue action progression.
- If you are alone, you have to judge according to the area, the impact, the presumed state of the pilot, if you should better land near by him or near by a telephone.

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

- Accessibility of the injured, distance of the 1st road, trees, slope, cliffs,...
- State of the injured pilot:

- conscious/unconscious.
- pulse, breathing.
- mobility.
- opened fracture/ closed fracture.
- internal/external haemorrhage.

Protect & rescue the injured pilot:

- Avoid injuring yourself, land only if you can do so in total security.
- Calmly approach the injured pilot. If possible approach from the side or from below to avoid falling stones.
- Secure the zone.
- Once discovered by the rescue action, prepare for the access of the helicopter (fold up the gliders)
- Protect the injured:
 - Do not move him.
 - Cover him if he is cold or shade / protect from the sun.
 - 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.
 - If you have no choice, intervene with mouth to mouth / heart massage (1 for 5).