

PARAGLIDING WORLD CUP ASSOCIATION

INTERNATIONAL COMPETITION RULES 2003

VERSION 10.0



Published and edited by the Paragliding World Cup Association

The Executive Board of the Paragliding World Cup Association wish to especially thank the supporting members and sponsors of our Association for the 2002 World Cup Tour :

ADVANCE - ALIXA - BIG STAR - CROSS COUNTRY - FALHAWK
FIREBIRD - GIN GLIDERS - GRADIENT - LIBERTY TV
NCV PORCHER MARINE - PARAPENTE MAG
R TEAM PALSECAM.FR - RIP'AIR - SEATTLEPARAGLIDING.COM - UP

 This symbol shows the main 2003 changes

Paragliding World Cup Office




C/O Dezair – 75, Rue Derobert – 73400 UGINE - FRANCE





Phone / Fax ☐ + 33 4 79 89 51 42





Internet ☐ <http://www.pwca.org> - Email: pwca@pwca.org

Contents

 This symbol shows the main 2003 changes

1	PREAMBLE 	1
2	GENERAL.....	2
2.1	DURATION.....	2
2.2	NUMBER OF TASKS FOR WORLD CUP RANKING.....	2
2.3	PARTICIPANTS.....	2
2.4	INSURANCE.....	2
2.5	NUMBER OF PARTICIPANTS.....	2
2.6	LOCAL REGULATIONS.....	2
2.7	GLIDERS.....	3
3	PARAGLIDING WORLD CUP TASKS (see also §20).....	4
4	WORLD CUP RANKING AND WORLD CUP WINNER.....	4
4.1	TROPHIES, MEDALS AND CERTIFICATES.....	4
4.1.1	TROPHIES FOR THE OVERALL WORLD CUP WINNERS :.....	4
4.1.2	THE OFFICIAL PARAGLIDING WORLD CUP TROPHY.....	4
5	TEAM TROPHY 	5
6	BEST NATION TROPHY.....	6
7	REGISTRATION.....	6
7.1	CANCELLATION OF A REGISTRATION 	7
8	ENTRY FEE.....	8
9	CONTEST NUMBER.....	8
10	PWCA SPONSORS EQUIPMENT.....	8
11	LANGUAGE.....	8
12	TASK COMMITTEE (TC).....	9
12.1	DUTIES OF THE TASK COMMITTEE.....	9
12.2	MEET DIRECTOR.....	9
13	BRIEFING.....	9
13.1	GENERAL BRIEFING (GB).....	9
13.2	TASK BRIEFING (TB).....	10
13.3	PILOTS' RESPONSIBILITY.....	10

14 DISPLAY OF RESULTS.....	10
15 COMPLAINTS, PROTESTS AND APPEALS	10
16 JURY.....	11
16.1 APPEAL.....	11
16.1.1 TREATMENT OF APPEAL.....	11
16.1.2 HEARING.....	11
16.1.3 PENALTY AND DECISION.....	12
17 FLYING AND SAFETY REGULATIONS.....	12
17.1 COMPLIANCE WITH THE LAW	12
17.2 FLIGHT LIMITATIONS.....	12
17.3 DAMAGE TO A COMPETING GLIDER.....	12
17.4 PROTECTIVE EQUIPMENT.....	12
17.5 FITNESS.....	12
17.6 COLLISION AVOIDANCE.....	13
17.7 CLOUD FLYING.....	13
17.8 BALLAST 	13
17.9 EXTERNAL AID TO COMPETITORS.....	13
17.10 COMMUNICATION EQUIPMENT 	14
17.11 GPS AND FILMS.....	14
18 TAKEOFF.....	14
18.1 ACCESS TO THE TAKEOFF AREA.....	14
18.1.1 ACCESS CONDITIONS FOR TOP PILOTS :	14
18.2 OPEN WINDOW	15
18.3 WINDOW EXTENSION	15
18.4 RESTART.....	15
18.5 TYPES OF START USING GPS 	15
19 LANDING.....	16
19.1 GOAL, FINISH LINE & LANDING ZONE.....	16
19.2 GOAL DEADLINE.....	16
19.3 MANDATORY SAFETY REPORT BACK.....	16
19.4 TIME & LANDING DEADLINE.....	16
19.5 CHECK-IN DEADLINE 	16
20 TASKS.....	17
20.1 RACE TO GOAL.....	17

20.2	SPEEDRUN TO GOAL.....	17
20.3	FREE DISTANCE ON AN AXIS / IN A SECTOR.....	17
20.4	DISTANCE WITH GPS POINTS.....	17
21	TURNPOINTS, SECTORS AND GOAL LINE USING GPS.....	18
21.1	TURN POINTS.....	18
21.2	SECTORS.....	18
21.3	GOAL LINE AND FINISH LINES.....	18
22	TASK EVIDENCE.....	19
22.1	SOURCE.....	19
22.2	VALID GPS DATA.....	19
22.3	GPS SOFTWARE.....	19
22.4	GPS CHECKING CRITERIA.....	20
22.5	BEST POSITION.....	20
22.6	MANDATORY TRACK LOG.....	20
22.7	PILOT'S RESPONSIBILITY AND MANAGEMENT OF THE GPS.....	21
22.8	GPS AT LANDING.....	21
22.9	SPECIFIC USE OF THE GPS IN DISTANCE WITH GPS POINTS.....	21
22.10	GPS MODELS 	22
23	INCORRECT GPS TRACK-LOG PENALTIES.....	22
23.1	VARIOUS PENALTIES 	22
23.2	PENALTY FOR CLOUD FLYING.....	23
23.3	PENALTY FOR EXCEEDING BALLAST 	23
23.4	PENALTY/BONUS POINTS.....	23
24	VALIDATION OF A TASK.....	23
24.1	THE TASK WILL BE VALIDATED WHEN <input type="checkbox"/>	23
24.2	VALIDATION OF A TASK FOR THE COMPETITION.....	23
24.3	CANCELLATION OR STOPPING OF A TASK.....	23
25	ASSISTANCE TO A PILOT IN DANGER.....	24
26	PILOT RANKING LIST.....	24
27	SCORING.....	24
28	OFFICIAL PUBLICATION OF WORLD CUP RANKING.....	24
29	PRIZE MONEY.....	25
30	APPENDIX A - SELECTION OF PARTICIPANTS 	25

31	APPENDIX B – GPS ADVICES.....	27
32	APPENDIX C - SCORING AND MEASUREMENT	30
32.1	MEASUREMENT OF DISTANCES.....	30
32.2	MEASUREMENT OF TIME.....	30
32.3	SCORING FORMULA.....	30
33	APPENDIX D - RESCUE ACTIONS IN COMPETITIONS.....	32
33.1	THE OBJECTIVE☐.....	32
33.2	ORGANIZATION DUTIES☐.....	32
33.3	OBLIGATIONS OF THE INJURED PILOT☐.....	32
34	APPENDIX E - PHOTO USED AS EVIDENCE.....	34
34.1	TURNPOINTS AND SECTORS.....	34
34.1.1	TURN POINTS.....	35
34.1.2	SECTOR.....	35
34.1.3	SECTOR OF THE START POINT.....	35
34.1.4	INTERPRETATION OF PHOTOGRAPHIC FILM.....	35
34.1.5	FALSE DECLARATIONS	35
34.1.6	PENALTIES FOR INCORRECT PHOTOGRAPHIC SEQUENCE :.....	35
35	APPENDIX F – NATION QUALIFICATION TABLE ☞.....	36

1 PREAMBLE

These Rules are to be used in conjunction with the General Section and Section 7 of the FAI Sporting Code. Paragliding World Cup Rules takes precedence.

All pilots participating in a World Cup event accept these rules in their entirety.

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.

The purpose of the Paragliding World Cup is to provide sporting, fair, competitive and safe contest flying in order to determine the World Cup Winners in Class 3 and to reinforce friendship among competitors and nations.

The CONTACT ADDRESS for the PWCA is:

Stefan Mast - PWCA General Secretary

PWCA Office

La Gare - 74210 MARLENS - FRANCE

Phone: + 33 4 79 89 51 42 - Fax: + 33 4 79 89 51 42

Internet: <http://www.pwca.org> - Email: pwca@pwca.org

SUPPORTING MEMBERS

A partner can support the Paragliding World Cup Association by paying a minimum subscription of 850 Euros per season. Partners will be mentioned on the official ranking of a World Cup event, on the overall results and on backdrops, banners, flags and the Paragliding World Cup Web Site. Other sponsoring opportunities are available.

Each pilot must become a member of the PWCA by paying a subscription fee of 30 Euros

2 GENERAL

2.1 Duration

A World Cup event should consist of 7 competition days.

The confirmation of registration takes place the day before the event which can also be a training day.

The prize giving ceremony takes place on the night of the last competition day.

2.2 Number of Tasks for World Cup Ranking

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

2.3 Participants

A competing pilot must be qualified to meet the demands of an international paragliding competition. If the competitor's country issues paraglider licenses, the pilot should hold a valid license or the stage 5 of the Parapro of the International Pilot Proficiency Identification of the FAI. Each competitor shall hold a valid FAI Sporting License issued by his own NAC or by the FAI General Secretary (prospective members).

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 (and up to 135 pilots for overbooking reasons) including 7 wildcards for the organizer and 3 for the PWCA. The applicants for the 3 PWCA wildcards must be submitted to the PWCA Office 2 months before the competition starts.

10% of the places are reserved for women.

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

2.7 Gliders

In case of using a certified glider (for example :AFNOR competition or DHV3 glider)☐

Each pilot flying with a certified glider has not the right to change anything on his glider (canopy, line, riser or speed system). The reference is the certification given by the manufacturer for the homologation.

Pilots flying with a prototype glider must bring at their first competition's registration☐the following documents :

- Each glider must have a serial number for identification.
- The shock & load tests (corresponding to the glider's model, not for each size).
- A manufacturer's certificate guaranteeing that the prototypes meet the AFNOR competition standards.
- The constructor's agreement for a nominated pilot to fly with this glider.

Model means : Same line configuration and line diameters as the tested prototype.

- If the manufacturers want a certificate, the testing organism has to keep the glider as guarantee. Many manufacturers want to get back their prototypes.
- In such case the manufacturers undertake to pass their glider at the DHV or CEN shock & load tests and that they will produce a certificate on one's honor.
- If the manufacturers want to make the tested glider flying again, it is COMPULSORY to change all the lines of this canopy.

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

It is the pilot's responsibility to have all the needed documentation. This documentation has to be given at the competition's registration to the PWCA representative. Without this documentation, the pilot will be refused. The PWCA keeps this documentation (during the whole Paragliding World Cup season).

The prototype can be worked 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 manufacturer certificate guaranteeing that the prototype meets the AFNOR competition standards must be presented at the next registration.

3 PARAGLIDING WORLD CUP TASKS (see also §20)

The tasks are :

- Race to goal,
- Free distance on an axis / in a sector,
- Speedrun to goal,
- Distance with GPS points.

4 WORLD CUP RANKING AND WORLD CUP WINNER

The final World Cup ranking will be counted by discarding 1/3 of the tasks. That means that for every 3 tasks run, 2 will count towards the overall World Cup ranking (see below).

Task run	Discards	Task run	Discards	Task run	Discards	Task run	Discards	Task run	Discards
1	0	7	2	13	4	19	6	25	8
2	0	8	2	14	4	20	6	26	8
3	1	9	3	15	5	21	7	27	9
4	1	10	3	16	5	22	7	28	9
5	1	11	3	17	5	23	7	29	9
6	2	12	4	18	6	24	8	30	10

4.1 TROPHIES, MEDALS AND CERTIFICATES

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

4.1.1 Trophies for the Overall World Cup Winners :

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

4.1.2 The official Paragliding World Cup Trophy

This trophy is awarded by the PWCA committee to the winner of the overall World Cup. This trophy has to be given back to the PWCA at least one month before the beginning of the final event.

Awards, material prizes, certificates, etc., for each event must be provided by the World Cup Organizer (see also § 29).

5 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 500 Euros. PWCA partner membership (850 Euros) gives right to enter one team for free. The second team for PWCA partners is 400 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 prize 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 17 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)

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**.

6 BEST NATION TROPHY

The 3 best results for each valid task, from pilots of the same nation will contribute to the Nations' ranking. The nation with most points of all valid tasks will be awarded the **World Cup Best Nation Trophy**.

7 REGISTRATION

A pilot wishing to participate in a World Cup event must submit his registration directly to the PWCA Office. **The selection deadline is exactly 2 months before the event**.

A pilot can submit 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 PWCA Office. In this case the PWCA will take into account his results of the year before.

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

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

<p>60 days before the beginning of the event:</p>	<p style="text-align: center;">Selection deadline for <u>all</u> pilots</p> <ul style="list-style-type: none"> • Confirmation of selection will be sent by email to each pilot 60 days before each competition. • A selected pilot must then pay his Entry fee of Euro 186,00 to the PWCA Office within 10 days. <p>If a selected pilot has given his Credit Card number with the authorization to charge it to the PWCA Office and if he doesn't inform of his non-participation, his CC will automatically be charged to pay his Entry fee.</p> <p>If a selected pilot didn't give any Credit Card number, he has to send a payment of the Entry fee within 10 days following his selection.</p> <p>When the selected pilot has paid his Entry fee, he is considered as a registered pilot.</p> <ul style="list-style-type: none"> • On the PWCA web site, it will be published a selection list including : registered pilots – pilots in instance of payment – Waiting list. (Female pilots, male pilots and wildcards)
<p>50 days before the beginning of the event.</p>	<p style="text-align: center;">Payment deadline</p> <ul style="list-style-type: none"> • Pilots who have not paid their Entry 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 10 days to send their payment to the PWCA Office. • If necessary, this procedure is extended as many time as necessary until the entry list is filled up.

7.1 Cancellation of a registration

Any pilot who has paid his Entry fee and who doesn't come to the competition, without informing, in writing, the PWCA Office at least 5 weeks before the competition starts, will not be reimbursed (Circumstances beyond the pilot's control will be favorably considered by the PWCA Committee).

Pilots canceling their registration too late to be replaced will not be reimbursed.

Any reimbursement requested by a pilot will be considered by the PWCA Committee and will be charged a minimum of 20 euros if accepted.

8 ENTRY FEE

The Entry fee covers, but is not limited to :

1. Transport to all flying sites.
2. Retrieval on main roads.
3. Turnpoint photos & GPS co-ordinates.
4. GPS checking.
5. A map of the area with all necessary documentation.
6. Arrangement for advantageous prices for food and lodging if possible.

The maximum Entry fee chargeable is Euro 186,00.

9 CONTEST NUMBER

Numbers are accorded by the PWCA 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 year.

Each glider must be equipped with a competition number which is black,, vertical height **600 mm and 60 mm thick**, fixed in the center of the lower surface near the front edge. Only the TD can allow a number of a different color & size or fixed in another place.

10 PWCA SPONSORS EQUIPMENT

It is possible that the PWCA provides logos or equipment (like Speed arms, number or something else) to promote PWCA sponsors or the PWCA itself.

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

This equipment is accorded by the PWCA Office, free of charge, (for the first time), and after payment of the PWCA membership fee.

11 LANGUAGE

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

12 TASK COMMITTEE (TC)

The Task Committee consists of :

- One Meet Director.
- Two pilots' representatives elected from different nations.
- The Technical Delegate (TD).

This task committee will decide the task all together. Unanimity is required for the final decision. It is the responsibility of the task committee to inform themselves as fully as possible of the issues affecting all safety elements during the task.

12.1 Duties of the Task Committee

The duties of the Task Committee are :

- To choose proposed flying sites and takeoff areas according to meteorological, technical and sporting criteria.
- To choose the daily task.
- To define the validation distance for each task.

12.2 Meet Director

The Meet Director's first prerogative is to propose the task, he must be perfectly familiar with the flying conditions at the competition site. He may 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.

13 BRIEFING

There are 2 types of briefing :

- General briefing.
- Task briefing.

All briefings must be in **English only**.

13.1 General Briefing (GB)

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.

13.2 Task Briefing (TB)

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

There must be at least 20 minutes between task briefing and the window opening. If there is another briefing, the 20 minutes can be reduced.

13.3 Pilots' Responsibility

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

14 DISPLAY OF RESULTS.

A provisional results list must be put on the official result board as soon as possible.

The results timing should be:

- **2 hours after the end of the run report** : Display of the results.
- **8h00 - 10h00 AM** : Written Complaints (in English).

If using photos :

- **8h00 AM**, photo problems and provisional results with pictures checked.
- 2 hours after the provisional results display : complaint.

This timetable will be fixed by each organizer and must be followed rigorously by each pilot.

The official task & competition results, when all complaints have been dealt with, must be signed for approval by the MD & the TD. After this signature, no more corrections can be made.

15 COMPLAINTS, PROTESTS AND APPEALS

Any pilot enrolled in the competition can make a complaint. Complaints must be written in English and must be handed 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 complainant is not satisfied with the outcome, he has the right to protest. Such a protest must be made in writing (in English) and be handed to the TD with a protest fee of 60 Euros or equivalence in local currency within 2 hours of the announcement of the decision regarding the complaint. The Jury's decision has to be displayed on the official information board.

The jury may decide to refund the protest fee if the protest is upheld.

16 JURY

The Jury will be composed by all PWCA committee members present at the competition, except the ones involved in the protest. The jury shall not include the President. They will consider the protest.

16.1 Appeal

Any registered pilot can make an appeal concerning any jury decision.

The appeal must be made in writing in English, within 24 hours signed by 2 committee members, not the PWCA President, together with the 120 Euros protest fee and it must be accompanied by all necessary documents.

It has to be addressed to the TD and will be dealt with by the CDC (Control and Disciplinary Committee) during the next committee meeting.

The CDC is composed of the PWCA President and 2 non-involved committee members elected by the committee.

The fee will be refunded if the appeal is upheld.

16.1.1 Treatment of appeal

If the PWCA decides that an appeal should proceed, it will organize a **CONTROL and DISCIPLINARY COMMITTEE (CDC)**.

The CDC committee will consist of the PWCA President and at least 2 members appointed by the PWCA committee, none of them being from the parties involved.

16.1.2 Hearing

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

16.1.3 Penalty and decision

The CDC has the full power concerning the final decision.

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 PWCA or FAI 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.

17 FLYING AND SAFETY REGULATIONS

17.1 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.

17.2 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 maneuver hazardous to other competitors or to the public is prohibited.

17.3 Damage to a Competing Glider

Any major damage shall be reported to the Meet Director 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 Meet Director to replace the glider due to damage, loss or theft beyond the control of the competitor, it may be replaced by an identical make and model or by one of similar or lower performance that is eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

17.4 Protective Equipment

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

17.5 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.

17.6 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.

17.7 Cloud Flying

Cloud flying is prohibited.

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

For safety reasons, including collective cloud flying, the MD and/or the TD may cancel or stop the task while it is running.

17.8 Ballast

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

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

17.9 External Aid to Competitors

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

17.10 Communication Equipment

Radios are mandatory and must be used for safety reason only.

All radios must be tuned on the safety frequency.

The Organizer is not responsible for pilots flying without a radio.

Voice activated microphones (VOX operated) are not allowed. Other communication equipment given by the Organizer free of charge is allowed and may be compulsory.

17.11 GPS and Films

GPS is the only evidence in Paragliding World Cup events.

All pilots must be equipped with at least one GPS. Only some specific models are accepted (see 22.10).

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.

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

This will be announced by the PWCA Office before the beginning of the event. In case of using films, standard photo rules will be used.

Those specific rules can be found in APPENDIX E - PHOTO USED AS EVIDENCE.

18 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 § 23.1.

18.1 Access to the Takeoff Area

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

18.1.1 Access Conditions for Top Pilots :

The top 15 male and top 3 female pilots of the current World Cup Ranking have the right to enter the takeoff area whenever they choose.

Additionally the top 5 pilots of the event shall have privileged access to the take off area.

18.2 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.

18.3 Window Extension

If, for safety reasons, the Meet Director 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.

18.4 Restart

In the case of a major problem forcing re-landing immediately after start, 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 takeoff time remains, in any case, the one of his/her first start.

18.5 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).
- **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).
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.

19 LANDING

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

19.1 Goal, Finish line & Landing Zone

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

If present, a physical finish line must be at least 50 m long and 1 m wide and will be the official goal coordinates.

As far as possible, the finish line must be located as close as possible to the virtual finish line.

19.2 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.

19.3 Mandatory Safety Report Back

A pilot must report back to the Organizer as soon as possible after landing. This is best done over the telephone or, if possible, on a given radio frequency. The report back deadline will be announced at the task briefing and displayed on the briefing board. It is recommended to **report back AS SOON AS POSSIBLE (usually half an hour)** to avoid unnecessary searches and rescue operations. Pilots who do not respect this rule could be disqualified for the event.

19.4 Time & Landing Deadline

For safety reasons, a time deadline can be set on a task with a goal. The pilot's best position will be taken for scoring at the time deadline. A landing deadline may be set after this last scoring time for safety or retrieval reasons.

19.5 Check-in Deadline

Checking (run report) is mandatory for all pilots registered at the competition. Each pilot must report as **SOON AS POSSIBLE** and before the checkin deadline. Pilots checking in after the Check-in deadline may not be scored for the task.

20 TASKS

20.1 Race to Goal

The aim is to be first in goal. Start time and course are identical for all pilots. Simultaneous start in the air or on the ground are described in 18.5. Arrival time at goal will be taken when the pilot crosses the finish line as described in 19.1. Pilots who do not reach goal, or reach goal after the goal deadline will only be awarded distance points. For scoring, see 32.

20.2 Speedrun to Goal

The course is the same for all pilots. Start is individual during the open window as described in 18.2., timing stops as described in 19.2 and 19.4. The aim is to fly the distance in the shortest time. For scoring, see 32.

20.3 Free Distance on an Axis / in a Sector

The Meet Director sets limits and the course may be marked by a first compulsory turnpoint. The pilot who follows these limitations and flies the furthest distance from the takeoff area, wins. Distance will be measured and rounded up to 0.1 km 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".

20.4 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 Meet Director) to do the best distance.

A defined number of declarable points is announced at the task briefing (normally 3 to 5 points in addition to the take off and the landing place). Pilots are choosing their own turn points during their flight.

They just have to 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 the 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.

21 TURNPOINTS, SECTORS AND GOAL LINE USING GPS

21.1 Turn points

All turn points are the GPS co-ordinates provided by the organizers. The official turn point list will be distributed during registrations. This list must be downloaded at the beginning of the event (this is only a service) from the PWCA 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 any mistake on GPS coordinates.

21.2 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.

By default, turnpoint radius is 400m, Start radius should be 400m

Inside a single task and inside a particular event , turnpoints must have the same radius, except for cylinder starts.

21.3 Goal line and finish lines

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

Organizers should use physical finish line as often as possible especially if public and/or media is expected.

Goal procedure : When the pilot reaches goal, their time is stored by the GPS when they cross the goal line . When a goal marshal and a finish line are present, the pilot needs to fly over the finish line (or at least land on it) to validate their time points otherwise pilots only score distance points.

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

22 TASK EVIDENCE

22.1 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.

22.2 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.
- 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

22.3 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.
- Positions at a fixed time (stopping of the task in the air).

22.4 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.

The position tolerance is 0m.

A **time tolerance** of 5s will be applied on start times for Race to Goal tasks.

22.5 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.

The pilots need to make a declaration of their landing position.

Using a Garmin or MLR GPS, this declaration must be done using the MARK + ENTER function.

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

Using a top navigator, the pilot only needs to declare its landing co-ordinates on the runreport.

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

22.6 Mandatory Track log

In some particular cases where forbidden or dangerous areas are existing, the Meet Director can ask the pilots to provide a continuous track log that shows that they didn't flew into the unauthorized area. In such case, the whole flight must be recorded with a continuous tracklog (see 22.1).

22.7 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 needs 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 material) 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 small 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 a track recording is done inside the right area.

To avoid such problems, pilots should :

- Use multiple GPS and/or datalogger.
- Use a small enough storing interval.
- Use a GPS that stores at least 2000 points;

22.8 GPS at landing

If a pilot landed somewhere else than at goal, pilots need to record their landing place to make their 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.

22.9 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 on Garmin... or *VLO01, *VLO02 on MLR, etc). As usual, if pilot does not reach goal, the last marked point will be considered to be his landing place.

22.10 GPS models

Because of technical limits, only some particular GPS models **and software versions** suits the Paragliding World Cup verification protocol.

The official list of accepted and non accepted GPS models is available on the PWCA site : <http://www.pwca.org/GPS/Gps.htm>

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 :

Accepted models for the 2003 season

The following Garmin models (12 serie, 48, 90, 90xl, II+, III, III+, III pilot, 76, eTrex Legend and Vista).

Aircotec - Top Navigator (with Year 2000 upgrade)

MLR SP24xc (free flight edition)

RUAG Dataloggers

Brauniger Galileo

Digifly varios with integretad datalogger (Graviter)

Renschler varios with integrated datalogger

Non-Accepted model for 2003 season (may be considered as backup) :

Garmin 38, 40, 45, II, other eTrex models and eMap

All other GPS manufacturers.

23 INCORRECT GPS TRACK-LOG PENALTIES

Start point incorrect/missing	zero scored for the task
Track log missing or non continuous tracklog when required (see Mandatory Track log)	zero scored for the task
Turn points incorrect/missing	distance points to best correct documented point only granted

23.1 Various Penalties

Failure to report back after a task	zero scored for the task up to disqualification
Failure to wear official sponsor logos or equipment	100 points penalty

23.2 Penalty for Cloud Flying

Penalty for cloud flying	zero scored for the task up to disqualification
--------------------------	-------------------------------------------------

23.3 Penalty for exceeding ballast

Pilots carrying ballast in excess of 33 Kg (without tolerance)	Pilot will be disqualified for the current event
----------------------------------------------------------------	--------------------------------------------------



23.4 Penalty/Bonus Points

All penalty/bonus points other than those described above are calculated as an addition/subtraction of competition points.

24 VALIDATION OF A TASK

24.1 The task will be validated when

At least 20 pilots of the enrolled competitors have covered the “validation distance”. This validation distance will be announced at each task briefing.

The window is opened for more than 30 seconds per enrolled competitor and per possibility per take off. Here, «enrolled competitor» means all originally enrolled less those disqualified or officially withdrawn from the competition.

24.2 Validation of a task for the competition

In case of an invalidated task for World Cup ranking this task can be validated for the competition.

The day factor is : $F_{day} = \text{Pilots flying min dist}/20$

Task points for the comp : $F_{days} \times \text{Points}$.

24.3 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.

If no pilot reaches goal, the task is cancelled.

If at least one pilot has reached goal, the task will be “stopped” and scored.

A complaint can be made to ask for the task cancellation.

25 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 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 paraglider 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 lost of points. (See APPENDIX D - RESCUE ACTIONS IN COMPETITIONS.).

26 PILOT RANKING LIST

The Organizer shall publish a ranking 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, Team and sponsors
- 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.

27 SCORING

Calculation has to be made with the PWCA scoring formula (see 32)

28 OFFICIAL PUBLICATION OF WORLD CUP RANKING

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 validated task.

29 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 lose the right to receive prize money.

- The table below is an example with a prize money of 6000 euros :

Ranking	Overall (in Euros)	Women (in Euros)	
1 st	2100	900	50%
2 nd	1260	540	30%
3 rd	840	360	20%

30 APPENDIX A - SELECTION OF PARTICIPANTS

If more than the maximum number of participants register for a World Cup event, the PWCA Office will select participants according to their best results from previous competitions. Participants will be selected by comparing two letters of the two best results only are taken into account and in case of a tie, the precedence is given to the pilots who have not participated at Paragliding World Cup events in the previous years. In case of a second tie, the precedence is given to the youngest pilot !

The results of the **current season** are not accepted for selection except Paragliding World Cup competition results of the **current season**.

The competitions are classed as follows : (refers to overall classification) : World Cup overall ranking, events overall ranking (World Cup, Open, League & Championships), World Cup female ranking.

- When a competition is at the same time an Open and a national Championship, a pilot can benefit of only one result either from the Open or from the national championship.
- In case the National Championships couldn't have taken place, the PWCA will take into account the results of the previous year and in the same category.

<p>1</p> <p>PWC overall ranking 2002</p>	<p>2</p> <p>PWC Overall ranking 2001</p> <p>PWC overall ranking Events 2002 & 2003</p> <p><u>World Championship 2001</u></p> <p><u>European Championship 2002</u></p> <p><u>League & Championships & Open in 2002 in nations class 2 :</u></p> <ul style="list-style-type: none"> • Switzerland • Germany • France
<p>3</p> <p><u>Pre-World Cup event in 2002 (Switzerland, China, India, Réunion Island)</u></p> <p><u>League & Championships & Open in 2002 in nations class 3 :</u></p> <ul style="list-style-type: none"> • Austria • Italy • Japan • Korea 	<p>4</p> <p><u>League & Championships & Open in 2002 in nations class 4 :</u></p> <ul style="list-style-type: none"> • Bulgaria • Czech Republic • Denmark • Norway • Portugal • Spain • United Kingdom • USA
<p>5</p> <p><u>League & Championships & Open in 2002 in nations class 5 :</u></p> <p>Sweden, Mexico, South Africa, Brazil, Slovenia, New Zealand, Poland, Canada, Slovakia, Turkey, Australia, Belgium, Greece, Russia</p> <ul style="list-style-type: none"> • 	<p>6</p> <p><u>League 2002 in any other country</u></p> <p>Championships 2002 in any other country</p> <p><u>Open 2002 in any other country</u></p>

Results are then graded as follows :

	Ranking												
<u>Cat</u>	1	2	3	4-5	6-10	11-15	16-20	21-30	31-40	41-55	56-70	71-85	<u>86-253</u>
1	A	A	A	A	B	C	D	E	F	G	H	I	J
2	A	A	A	B	C	D	E	F	G	H	I	J	
3	A	A	B	C	D	E	F	G	H	I	J		
4	A	B	C	D	E	F	G	H	I	J			
5	B	C	D	E	F	G	H	I	J				
6	B	D	E	F	G	H	I	J					

31 APPENDIX B – GPS ADVICES

To use the GARMIN GPS as evidence :

Feed your GPS with the official TP list. directly from the PWCA computer. *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:

A good setting should cover the ENTIRE flight with the SMALLEST possible track log interval.

Examples to cover a flight of 5 hours :

Models	Number of points available in the track log	Right interval	Allows to record a flight of
Garmin 48; 12; 12xl; II+	1024	18 seconds	5 h 07
Garmin 12 map; III+	1900	10 seconds	5 h 16
Garmin 12cx; III;	2024	9 seconds	5 h 03
eTrex Vista	3000	6 seconds	5 h 00
MLR SP24XC "free flight"	4000	5 seconds	5 h 33
	8000 (newer version)	5 seconds	10 h 24

Top navigators (version 2000) allows to cover every flight duration with 1 recorded point every 10 seconds

If not already present, create 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 and set tracklog recording to "on" **before every task**.

Mark the co-ordinate of your landing place (using MARK + ENTER only) and **set tracklog recording to OFF** before switching off your GPS just after landing.

Please do not turn on your GPS again before the runreport.

Do not mark any other new point in your GPS before the runreport.

Bring your GPS with you during run report.

Turn it on just before the transfer and set it on Garmin / Garmin interface (for Garmin models) or make sure the serial port is active (for MLR models)

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

Setting up the recording interval of your track log

It's to the interest of the pilot to set his track log recording on the best parameter. 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.

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 runreport.

If you set a very small interval to catch a maximum of points, you may erase the beginning of your track if you fly too long.

The decision on how to set the recording interval is something personal which belongs to the responsibility of the pilot.

Examples :

Today's task is a 40km long race to goal with ground start. Conditions are very good, the pilot expects to fly at least at 20km/h. He may set the interval of his Garmin 12 on 9 seconds to record a flight of 2h33.

The flight is expected to be long because of the task distance or poor conditions. The pilot expects to fly more than 3 hours, he may set the recording interval of his Garmin 12 on 14 seconds to record a flight of 4h.

Help table to make settings :

showing recording duration depending on number of points available in the GPS memory and the various recording time interval.

Interval In seconds	Number of points available in the track log				
	768	1024	2000	3000	4000
30	6h24	8h32			
25	5h20	7h06			
20	4h16	5h41			
19	4h03	5h24			
18	3h50	5h07	10h0		
17	3h37	4h50	9h27		
16	3h24	4h33	8h53		
15	3h12	4h16	7h55	12h30	
14	2h59	3h58	7h23	11h40	
13	2h46	3h41	6h51	10h50	
12	2h33	3h24	6h20	10h0	
11	2h20	3h07	5h48	9h10	
10	2h08	2h50	5h33	8h20	11h07
9	1h55	2h33	5h00	7h30	10h00
8	1h42	2h16	4h27	6h40	8h53
7	1h29	1h59	3h53	5h50	7h47
6			3h20	5h00	6h40
5			2h47	4h10	5h33
4			2h13	3h20	4h27
3			1h40	2h30	3h20

General remarks :

Please note that concerning GPS, some of these rules could be changed and that some new rules could be added during the year. For more information, please check the PWCA site.

<http://www.pwca.org/gps/gps.htm>

You will find there :

Official rules, modifications about GPS (and updates).

Explanations about the principle of GPS evidence.

Description of CheckIn (the PWCA GPS evidence software).

Frequently asked questions.

32 APPENDIX C - SCORING AND MEASUREMENT

32.1 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 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 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 take off to the landing point.

32.2 Measurement of Time

Time is measured in hours, minutes and seconds.

32.3 Scoring Formula

$Timepoints = PilotsInGoal / PilotsInCompetition \times 1000$

$$Tp = Timepoints \cdot \exp\left(\frac{t - Twinner}{Twinner}\right) \cdot P_{tlin} \cdot \frac{t - Twinner}{T_{last} - Twinner + 1}$$

$$P_{tlin} = Timepoints \cdot Flin \cdot \exp\left(\frac{Twinner - T_{last}}{Twinner}\right)$$

$$Dp = \frac{Max(Distance_{flown}, minD)}{Min(DistanceTask, Distancewinner)} \cdot (1000 - Tp)$$

$$Points = Tp + Dp$$

Where :

T_p	the time points of the pilot.
D_p	the distance points of the pilot.
Points	the total points of the pilot.
Timepoints	the total time points attributed.
T_{winner}	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.
T_{last}	the time used by the last pilot in Goal.
Distanceflown	the distance flown by the pilot.
$minD$	a distance attributed to any pilot,

in order to prevent "gliding competitions" this distance 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.

$$F_{lin} = 0.5$$

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.

33 APPENDIX D - RESCUE ACTIONS IN COMPETITIONS.

33.1 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.

33.2 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 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 people outside of the competition asked it.

33.3 Obligations of the injured pilot

If he is still alive, and able the pilot must

- Get in radio contact with the organization or with a pilot who is in the air.
- Throw a flare.
- Give his geographical position, his altitude, GPS co-ordinates, 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, 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?

Wait for the organization decision and then

- Land near by.
- Or stay in the air, close to the accident to aid services 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 1st 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 in total security.
- 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.
- If you have no choice, intervene medically mouth to mouth/heart massage (1 for 5).

34 APPENDIX E - PHOTO USED AS EVIDENCE

Photo evidences are used only if an event takes places on a well known bad GPS covered place or in case of GPS technical problems caused by the organizer. This will be announced by the PWCA before the beginning of the event or a task. In case of using films, the following standard photo rules will be used.

Each pilot must be equipped with a camera enabling photographs to be taken in flight as a back up. The camera lens must be of a fixed focal length between 35 and 55 mm and take 35 mm films. Only the use of films supplied by the Organizer are allowed. A film used for photographic evidence must remain uncut. The film has to be handed over to the organizer after each task.

Simultaneous start in the air on a signal given by the Organizer. The signal must be accompanied by the opening of a marker on the ground to be verified by the pilot. The time of unfolding the marker has to be announced at the task briefing and displayed on the briefing board. The start point is a square changing to a 90° angle, pointing in the general direction of the next turnpoint. The white angle is not the turn/start point but only indicates the time aspect.

The angle/cross will be placed near suitable vertical turnpoint which should be taken in the 90° angle facing directly towards the first turnpoint (FAI Sector). The white angle gives only an approximate direction and must be included in the photo only to indicate that the race is open.

Clock air start : During the opened window, the organizer can change several times (for example☐ each 15 min) the ground marker (for example☐ a ground marker of 4 stripes) and each 15 min, he removes one stripe, so the pilots who wants to start at that moment have to take a picture of the ground marker

Remark : the pilot has to remember his start time from the clock air start and fill the run report in (otherwise the organizers will need to wait until the film development).

34.1 TURNPOINTS AND SECTORS

These rules have to be applied in case we have to use camera & films.

34.1.1 Turn points

Turn points should be easily distinguishable geographical points that are recognisable from a great distance and preferably also at low altitude. If possible the turnpoint should be a square or rectangular building. In any case, it should bear a vertical feature.

34.1.2 Sector

Sector is a FAI “photo” sector (90°, 1 km radius) and not a cylinder.

34.1.3 Sector of the Start Point

The angle/square will be placed near a suitable vertical turnpoint which should be taken in the 90° degrees angle facing directly towards the 1st turnpoint. The marker indicates only the time.

34.1.4 Interpretation of Photographic Film

The film must prove without doubt that the pictures are the declared or designated turn or control points and were taken within the correct sector. The feature of the turn point must be visible, with no indication that the pilot was NOT in the sector.

34.1.5 False Declarations

In the event of a false declaration of landing position, the penalty will be a distance deduction of 10 times the additional distance claimed. If this error is proved to be due to cheating, the Organizer will have the right to disqualify the offending pilot.

34.1.6 Penalties for incorrect photographic sequence :

The following penalties will be given :

Task board photograph missing	zero scored for the task
Competition number missing	zero scored for the task
Start point incorrect/missing	zero scored for the task
Turn points incorrect/missing	distance points to best correct documented point only granted
Landing point and/or glider missing, except at goal	distance points to best correct documented point only granted

35 APPENDIX F – NATION QUALIFICATION TABLE

2003	2002 World Cup Ranking								WORLD CHAMPIONSHIP 2001					2002	
	Class	Rating	1st	2nd	3rd	4th	5th	PWC	1st	2nd	3rd	4th	5th		FAI
SWITZERLAND	2	76	1	6	10	11	18	46	4	11	15	16	42	88	2
GERMANY	2	108	4	5	12	22	67	110	3	9	25	31	32	187	2
FRANCE	2	132	3	17	20	30	32	102	5	6	27	29	74	100	2
JAPAN	3	197	7	9	13	14	19	62	26	34	58	64	78	141	3
ITALY	3	224	38	56	80	88	99	361	1	14	30	37	51	278	3
AUSTRIA	3	236	29	47	70	74	77	297	2	28	48	49	60	133	3
KOREA	3	320	15	50	62	112	121	360	7	33	66	71	101	298	4
U.K.	4	340	72	90	124	125	137	548	13	19	43	54	73	351	4
USA	4	392	2	55	61	69	79	266	55	68	84	108	124	260	5
CZECH REP.	4	419	24	35	115	123	196	493	24	47	79	98	103	303	4
PORTUGAL	4	529	16	25	45	267	267	620	65	85	96	99	100	445	4
BULGARIA	4	536	97	134	165	267	267	930	10	39	52	76	105	282	5
SPAIN	4	553	73	141	199	267	267	947	12	35	57	75	119	358	3
DENMARK	4	565	40	129	267	267	267	970	18	38	41	56	150	438	4
NORWAY	4	589	54	130	267	267	267	985	23	62	80	82	83	439	5
SWEDEN	5	650	59	173	187	267	267	953	8	93	110	113	115	439	5
MEXICO	5	670	60	160	180	186	200	786	69	81	114	150	150	202	5
SOUTH AFRICA	5	671	86	267	267	267	267	1154	36	50	61	102	109	710	4
BRAZIL	5	677	8	218	267	267	267	1027	20	63	86	121	148	564	5
SLOVENIA	5	686	100	267	267	267	267	1168	45	46	77	87	118	734	4
NEW ZEALAND	5	688	267	267	267	267	267	1335	10	39	52	76	105	667	4
POLAND	5	700	131	155	162	267	267	982	70	88	94	97	150	330	5
CANADA	5	719	93	170	267	267	267	1064	17	53	126	135	150	499	5
SLOVAKIA	5	770	76	267	267	267	267	1144	22	40	150	150	150	481	5
TURKEY	5	798	175	182	184	198	204	943	67	150	150	150	150	373	5
AUSTRALIA	5	812	118	183	267	267	267	1102	21	128	150	150	150	563	5
BELGIUM	5	846	190	267	267	267	267	1258	44	104	129	136	150	599	5
GREECE	5	864	64	135	267	267	267	1000	134	150	150	150	150	512	5
RUSSIA	5	895	142	267	267	267	267	1210	106	107	150	150	150	750	5
FINLAND	6	939	267	267	267	267	267	1335	59	150	150	150	150	672	5
CROATIA	6	948	267	267	267	267	267	1335	122	123	127	150	150	663	5
LIBANON	6	959	157	267	267	267	267	1225	150	150	150	150	150	750	5
UKRANIA	6	962	267	267	267	267	267	1335	111	133	149	150	150	693	6
COLOMBIA	6	973	267	267	267	267	267	1335	117	143	150	150	150	750	5
VENEZUELA	6	975	267	267	267	267	267	1335	112	150	150	150	150	712	6
KAZAKSTAN	6	980	267	267	267	267	267	1335	120	150	150	150	150	720	6
INDONESIA	6	983	267	267	267	267	267	1335	125	150	150	150	150	725	6
NETHERLANDS	6	985	227	267	267	267	267	1295	150	150	150	150	150	750	5
CHINA	6	991	267	267	267	267	267	1335	141	146	150	150	150	737	6
ARGENTINA	6	1000	267	267	267	267	267	1335	150	150	150	150	150	659	5
CHILE	6	1000	267	267	267	267	267	1335	150	150	150	150	150	750	5
HUNGARY	6	1000	267	267	267	267	267	1335	150	150	150	150	150	750	5

The above table is calculated according to the official method voted by the PWCA Committee in December 2002 in Annecy:

- The calculation is made using the first 5 pilots who scored points for their nation.
- When a nation does not have five pilots ranked, the table is filled with the rank of the last pilot (this gives 267 in World Cup and 150 in the World Championship).
- Qualification ranking is given by the following formula: $(PWC \text{ total} / PWC \text{ Maximum} + FAI \text{ total} / FAI \text{ maximum}) * 100$.
- Event class is the category that is attributed to the Championships and to the Opens of the ranked nations.
- Nations that are not ranked in this table have more points and are ranked in the 6th category.

The 2002 ranking is still appearing for comparison, changes from 2002 to 2003 are in **BOLD** in the last columns.

Distribution table :

Event Class	Increase of	From	To
2	150	1	150
3	200	151	350
4	250	351	600
5	300	601	900
6		901	inf

Example : A nation that has a qualification rating of 410 has his Open & Championships ranked in Category 4.

Personal Notes:

PARAGLIDING WORLD CUP CALENDAR 2003

TITLE & LOCATION	DATES	Max Pilots
Japan - Ibaraki	24 – 30 March 2003	125
Switzerland - Crans Montana	13 – 19 April 2003	125
Greece - Kalavrita	8 – 14 June 2003	125
France - La Clusaz	25 June – 5 July 2003	125
France - Réunion Island	9 – 15 November 2003	80