Paragliding World Cup Association

Competition Rules

Season 2025

Version 2025-01, 3 June 2025

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Document History

Date	Author(s)	Changes
26.8.2011	Jörg Ewald	Created based on the 2009 rules and work done by Ruth Jessop, Xavier Murillo, and Laura Sepet.
26.10.2011	Jörg Ewald	Updated based on input by Ulric Jessop and Maxime Bellemin. Released for the 2011 Committee Fall Meeting.
18.3.2012	Ulric Jessop	Work done during ACM was merged and updated to consider all comments.
18.5.2012	Jörg Ewald	The corrected section numbers and some minor inconsistencies are mainly in Appendix C.
15.02.2013	Ulric Jessop	Updated with new rules from ACM 2012.
04.01.2014	Ulric Jessop	Updated with new rules from ACM 2013.
05.04.2015	Ulric Jessop	Updated with new rules from ACM 2014.
04.04.2016	Ulric Jessop	Updated with new rules from ACM 2015.
14.05.2017	Ulric Jessop	Updated with new rules from ACM 2016.
20.06.2018	Ulric Jessop	Updated with new rules from ACM 2017.
14.08.2018	Ulric Jessop	Updated dates in Appendix A
25.05.2019	Ulric Jessop	Updated with new rules from ACM 2018.
27.04.2021	Ulric Jessop	Updated with new rules from ACM 2019.
25.05.2021	Ulric Jessop	Fixed incorrect points/levels table A-2.
14.03.2023	Ulric Jessop	Updated with new rules from SCM 2023.
16.03.2023	Ulric Jessop	Fixed incorrect team pricing. Deleted Appendix G
18.03.2023	Ulric Jessop	Fixed inaccuracies in published scoring formulae.
15.04.2023	Ulric Jessop	Tidied up Appendix C charts plus minor corrections.
06.05.2023	Ulric Jessop	Fixed incorrect formula name to PWC 2023.
09.04.2024	Daniel Dimov	Updated with new rules from ACM 2023. Fixed Leading Points formulas to what is used.
24.04.2025	Goran Dimishkovski	Complete revision. Implementing decisions from the ACM 2024, rules update.
30.05.2025	Daniel Dimov	Updated with new rules from ACM 2024.

Terms and Abbreviations

Throughout this document, we use the following terms and abbreviations:
MD – Meet Director
PWCA – Paragliding World Cup Association
TA – Technical Assistant
TD – Technical Delegate
World Cup – Paragliding World Cup
World Cup Association – Paragliding World Cup Association
RFC – Ready For Certification

Contents

1.Preamble

1. The Paragliding World Cup Association (PWCA) is an association of pilots, the PWCA members.
2. The PWCA is a non-profit organization. All income is reinvested to improve the safety, quality, and visibility of future competitions organized by the Association.
3. The pilots' general assembly elects the PWCA committee according to the PWCA statutes.
4. Each pilot becomes a member of the PWCA by paying an annual subscription fee of €46.
5. The Paragliding World Cup aims to provide safe, sportive, and fair flying and to determine the PWCA Superfinal Champions in the Overall, Female, and Team categories. Teams are reserved exclusively for the PWCA Partners.
6. All competition pilots worldwide may become members of the Paragliding World Cup Association. Selection to participate in a PWCA event is based purely on sportive aspects.
7. Selection of a pilot in a PWCA-sanctioned event may be refused if it conflicts with the law, directives, or practices of higher instances.
8. All pilots fly under their own responsibility. PWCA can't be held responsible for any injuries or property loss that may occur while operating within the rules and recommendations described in this document.
9. All pilots accept, without restriction, to hold the Organizers, PWCA, its bodies, and members harmless and waive all claims for compensation of any kind.
10. PWCA rules treat a pilot as an individual competitor.
11. To win the individual tasks and the overall competition, the pilot must exhibit best practices at all stages of the competition. Aid to other participants in any sense or modality is prohibited. Only assistance related to safety is exempt from this rule.
12. Rules must be used within their global context and correlation.
13. In case of ambiguities, the spirit of the rule prevails. In case of a precedent, what is best for the pilot in terms of sportiveness and fairness prevails.
14. All pilots participating in a World Cup event accept these rules in their entirety.
15. Political and religious promotion is prohibited.
16. PWCA owns all media material produced during the event and may use it as it sees fit within the frame of these rules. Upon accepting the final registration at the event, the pilot agrees to the PWCA's media policy. This process is irrevocable.
17. By participating in a PWC competition, even as an assistant or guest, the participant agrees that video and photo material created in connection with the Paragliding World Cup event may be used without restriction and particular consent. The produced material may also be passed on to third parties.
18. The PWCA will only cancel events in extraordinary circumstances due to vis major or if local organizers must cancel the event due to circumstances beyond their control. In either situation, PWCA will refund all fees the pilot has paid to PWCA, including the entry and membership fees. PWCA cannot be responsible for any other costs, including but not limited to airline tickets, accommodation, car rentals, and similar expenses. Pilots may therefore want to purchase travel insurance and book refundable tickets and accommodation. Pilots will be notified promptly after the cancellation is finalized if an event must be cancelled.

1.1 PWCA Contact

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1.2 Partners

1. Partners support the Paragliding World Cup Association with a subscription defined by the PWCA Committee.
2. Partners will be mentioned in the official rankings, all results, the backdrop during prize-giving ceremonies, banners, World Cup videos, the Paragliding World Cup website, each Email or document issued by the PWCA Office, and potential magazine advertising. Other sponsorship opportunities are available.

2. Paragliding World Cup Competitions

2.1 Duration

1. A World Cup event lasts 8 days. It consists of one registration and training day, followed by 7 task days. The usual format of the PWCA event is Saturday-to-Saturday. In exceptional cases, this schedule may be switched to a Sunday-to-Sunday format.
2. The Super Final event lasts 12 days. It must have one registration and training day, usually on Tuesday, followed by 11 10 task days and one mandatory rest day, usually from Wednesday to Saturday. The scheduled days may be altered in exceptional cases, but the total number of days must remain unchanged.

2.2 Communication

1. The Paragliding World Cup office will create several official communication groups for every event to exchange information about the competition.
2. The communications groups will be created and shared with the participants before the event, based on applications suitable for the location of the competition.
3. The communications groups are moderated.
4. Each communication group will be closed at the latest 7 days after the completion of the event.

2.3 Schedule

1. All events must be advertised from the registration day to the last flying day.
   For example, World Cup Ager, August 20th – 27th:
   Saturday, August 20th = registration.
   Sunday, August 21st = first task.
   Saturday, August 27th = last task and prize giving.
2. The registration time is by default 17 h- 20 h. These times may change for organizational reasons.
3. The prize-giving ceremony occurs on the last competition day or sooner if the competition needs to be stopped before the last competition day for various reasons.

2.3.1 Training Day

The Training Day takes place before the scheduled mandatory registration.
The training day is a free-flying day, and the organiser's participation is limited to transportation to the take-off and limited retrieve service, usually from a declared landing field for the day. Therefore, live tracking and complete safety backup/retrieval will not be available.

2.3.2 Flying Days

A flying day is when a task runs for over half an hour after window opening.
If the task is cancelled before 30 minutes since window opens, that day is counted as a non-flying day.
All other days (rest days, cancelled days, etc.) are non-flying days.

2.3.3 Rest Time

1. 90% of the pilots should have a minimum rest period of 8 hours between the time the Live Tracker returns after the task and the transport departs to take off the next day.
2. It is mandatory to return the Live Tracker immediately after reaching the venue where the HQ is located.
3. There will be no more than six consecutive task days in the Superfinal, apart from one exception.

The organizer must enforce a single rest day to achieve this. If a rest day must be set early due to specific meteorological conditions, it cannot be set during the first four competition days.

4. If bad weather prevents any flying day at the beginning of the Superfinal, declaring the fourth non-flyable day in a row, a rest day, is permissible. This leaves seven consecutive potential flying days, as the rest day cannot be set on the last day.
5. ~~5.~~ In the Super Final, in case of demanding flying conditions, the individual pilot, MD, or TD can propose an additional requirement for a rest day. The Technical Delegate will put such a proposal to the vote, which is public and done by show of hands at the first pilots' briefing after such a proposal has been received. A simple majority is required. Abstentions do not count.
6. The sum of the winners' times for consecutive days should not exceed 20 hours.

2.4 Participants

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

2. CIVL ID is mandatory to facilitate uploading the results to the WPRS ranking.

2.4.1 World Cup Events

1. The maximum number of participants in the World Cup is 125. This number includes up to 3 wildcards for the organizer, wildcards/guest cards given by the PWCA, and any partner wildcards. Partners are given one wildcard per World Cup season.
2. More than 125 pilots may be selected for overbooking reasons.
3. A minimum of 10% of the places are reserved for female pilots.
4. Other pilots, except for the organizer's wildcards, cannot replace those not attending the competition.

The only exception to that rule is if a pilot wishing to enter the comp in a case of no show up is the first pilot on the waiting list. The same applies to the next ones, following the same criteria.

5. The World Cup Office will conduct the selection process described in the Appendix 0.
6. Wildcard applications must be submitted to the World Cup Office 1 month Before the competition, at the latest.

2.4.2 Superfinal

1. The World Cup Office will conduct the selection process described in the Appendix 0.
2. All former PWCA Tour Winners, PWCA Superfinal Winners, FAI XC Paragliding World Champions (overall and female), and current FAI Continental Champions are accepted. For those pilots, the standard registration procedure applies.
3. There are no wildcards for the Superfinal.
4. The President of the Association, or the Committee, may grant an invitational card to a pilot to participate in the SF for reasons not directly covered by the rules.
5. The number of guest cards is limited to two.

2.5 Insurance

1. All participants must have third-party liability insurance with a minimum coverage of €800,000 or foreign currency equivalent.
2. All participants must also be insured to cover all types of expenses in case of an accident: search and rescue expenses, hospital expenses, medical expenses, repatriation, etc.
3. Pilots must check the validity of their government-run or private insurance in the country where the competition occurs. Knowing the insurance company’s local contact is strongly recommended in some countries to avoid delays.
4. It is the pilot’s responsibility to ensure their insurance coverage is adequate.
5. All third-party claims, including damage to the pilot’s equipment after a collision in the air, or irresponsible behaviour of a pilot on the ground resulting in damage to another pilot’s equipment, or similar, must be sorted bilaterally between pilots and their third-party insurance.
   The PWCA, PWCA staff, or local organizers cannot be held responsible or asked to act as mediators.
6. Pilots with inadequate insurance or refusing to use it will be excluded from future competitions.

2.6 Local Regulations

1. Local regulations are not mandatory at PWCA events.
2. Local regulations are the rules prepared by an organizer.
3. Local regulations must not conflict with PWCA rules.
4. Local regulations must be submitted for approval to the TD and the PWCA Committee at least three months before the event.
5. If in power, they will be published on the World Cup website.

2.7 Official Language

The official language for all PWCA competitions is English.

2.8 Ecology

1. The PWCA, pilots, and organizers know the global ecological impact of paragliding competitions.
2. To limit this impact, the World Cup format has been updated to reduce the number of international flights.
3. Other actions:

- Pilots are encouraged to share transport when possible.
- Reusable plastic bottles will be offered to the pilots for free when available. Organizers must inform about the water quality and the places to refill the bottles (this can save more than 1500 plastic bottles each week).
- Lunch packets, if available, should be prepared (possibly in the take-off area) with a minimum amount of disposable and packing material. Food should be sourced locally, if possible.
- The quantity of printed documents must be reduced. For example, tourism leaflets and brochures must be made available to pilots only on request and returned when unused.

3. Pilot Equipment

3.1 Gliders

1. Pilots are responsible for choosing and maintaining their flight equipment.
2. Pilots must fly with the same glider during one event. In exceptional cases (lost luggage, damaged equipment, etc.), the TD can allow a glider change to one of equal or lesser certification during the event. Any pilot who changes their glider without notifying the TD will incur a penalty of 0 points for the day.
3. Only certified gliders up to CCC (single size acceptable) or EN 926 or LTF 91/09, but with tolerances on lines and risers as defined in 0 Appendix E: Glider Checking Procedure, are allowed in World Cup competitions. Wings certified in both EN and CCC before September 30, 2016, may only be flown in the later configuration.
4. As an exception to 3, but not in the Super Final, it is permitted for up to two test pilots from a partner manufacturer to fly a glider that conforms to CCC by the manufacturer's declaration but is not yet certified (RFC). The glider must be fully documented, may not be modified in any way during the competition, and must be trimmed within the specifications of the manufacturer and tolerances specified in the current CCC standard.
5. The PWCA reserves the right to reject any application for RFC status.
6. Modifying the glider outside of the permitted tolerance is not allowed except for the length of the brake main line.
7. The pilot must fly in the homologated weight range.
8. At registration, pilots must specify the glider's model, size, and colours to be flown during the competition.
9. Gliders will be checked after a complaint or according to some predetermined or random selection schedule. In addition, the MD or TD can request that any pilot's glider be checked at any time during the competition.
10. Every pilot must give their glider to the organisation for checking or comparing immediately upon such a request.
11. According to the published procedure, the TD will nominate a qualified person to perform glider checks (see 0 Appendix E: Glider Checking Procedure).
12. Results from all glider checks will be published on the competition's official communication platforms.

3.2 Harnesses

1. Pilots must fly with the same harness during one event. In exceptional cases, the TD can allow a different harness during the event (lost luggage, damaged equipment, etc.). Any pilot who changes their harness without notifying the TD will incur a penalty of up to zero for the day.
2. Harnesses must come with mandatory EN or LTF-certified protection and EN or LTF-certified harness structure.
3. Partners will be allowed to present 2 RFC Harnesses during a World Cup event (Not in the Super Final)
4. Harnesses must be equipped with two reserve parachutes.
5. Harnesses must not be equipped with any form of mechanical propulsion.
6. Electrical fans used to inflate fairings are allowed up to a power rating of 10W if the fairing has no rear-facing exhaust. This rule does not apply to harnesses already in existence on 18/03/2023.

3.3 Communication Equipment

1. Radios (2 metre band) are mandatory for all pilots and must be used for safety purposes only.
2. Pilots must fly with their radio tuned to the designated safety frequency and be able to listen to and transmit on that frequency.
3. Failure to respond to the MD or SD on the safety frequency, if checks are performed at take-off, will result in a penalty. The first offence penalty is 1 point, followed by 10 points for further infringement.
4. All radios must be equipped with a TOT (time-out timer) function, which must be set to 60 seconds or less.
5. Radio must be positioned within the pilot's physical reach at all flight phases.
6. All pilots' radios must be switched on and tuned to the safety frequency announced at the task briefing.
7. Radio communication among the pilots during the flight is prohibited and is subject to penalty.
8. Using voice-activated microphones ("VOX") is prohibited.

9. Radio communication among the pilots during the flight is prohibited and is subject to penalty.
10. Using voice-activated microphones (“VOX”) is prohibited.
11. All pilots must carry a mobile telephone with them while flying.
12. Pilots not fulfilling these requirements can be grounded or penalized.

3.4 GPS Receiver

1. GPS is the only evidence used for flight verification in Paragliding World Cup events.
2. All pilots should have at least one GPS receiver with GPS altitude recording capability.
3. The pilots are responsible for having at least one working GPS receiver and setting it up with the correct parameters.
4. Live Trackers, provided by the PWCA, are the primary scoring units in the PWCA events. Pilots may bring their GPS receivers to download their flight tracks or send them remotely to the scorer, if necessary, in case of live track issues, non-existent data, or invalid or interrupted data.
5. The number of backup devices is limited to 2.

3.5 Live Tracking

1. The PWCA provides a Flymaster Live SD, Mini Tracker, or Live One Flarm for each competitor as a means for position tracking, an enhanced safety device for detecting potential rescue deployments, live scoring, and, in the case of Live One Flarm, as a mesh tracking solution.
2. Each competitor must take the Live Tracker at take-off and carry it personally while flying and being retrieved.
3. The Tracker must be positioned on the pilot’s cockpit, or the harness surface, or in a dedicated pocket on the harness surface, free of obstacles, and never under the ballast, other instruments, or deep in the harness pockets. Failing to position the tracker properly as per this rule will result in a penalty.
4. Any competitor who does not take their Live Tracker will be deemed not to be flying that day and will not score any points.
5. Failing to return the tracker efficiently after completing the task for a particular day may, if unjustified, lead to a penalty.

3.6 Protective Equipment

Competitors must wear a certified protective helmet, EN or LTF-certified harness protection, and carry two emergency parachutes during all flights.

3.7 Pilot Number

1. Each glider must be equipped with a black competition number, fixed in the centre of the lower surface near the leading edge. It must have a vertical height of 500 mm and a line width of 50 mm.
2. Not having the number on the glider or having an incorrect number by size and/or style is a subject of penalty.
3. The penalty for not having a number or incorrect number is 1 point on the first day, 10 points on the second day, and 100 points for any consecutive offence.
4. Only the TD can allow a standard World Cup number to be fixed in a different place. Stickers for numbers are provided free of charge, once per year, at the first registration.
5. For an extra cost, Competitors may request an additional set of number stripes after using the free set. Second and consecutive number stripes must be obtained through the PWCA office or at the Official Registration during PWCA events. The cost per calendar year will be communicated in the selection message sent to each pilot.
6. The numbers 1 to 199 are reserved for pilots who competed in the previous Superfinal and are taken from the pilot’s position.
7. Above number 199, pilots will be assigned a number when selected, and after the entry fee has been covered.

8. A pilot can request a different number up to 3 days before the first event in which they are competing. To do so, log in, go to https://pwca.org/account, and fill in the “Next Season Number” field in the Information tab.
9. Once a pilot has competed in an event, their number is fixed for the remainder of the season. The number can be changed or modified at the local registration if the requested number is available.

3.8 World Cup Sponsors’ Equipment

1. The PWCA may provide logos or equipment (for example, speed arms, stickers, etc.) to promote World Cup partners or the Paragliding World Cup itself.
2. If of significant benefit for the Association or the competitors, the Local Organizer may provide mandatory promotional material to be displayed or used during the event. The World Cup Committee must grant permission to the local organizer before the event. Such a decision must be shared with the pilots in their selection message from the PWCA office.
3. In this case, wearing this equipment without intentionally covering these logos is compulsory. In cases of conflicts with personal or team sponsors, exceptions can be granted by the TD for a single event or by the Committee for the whole season.
4. This equipment is provided by the World Cup Office, free of charge, after payment of the PWCA membership fee.

4. Rankings, Titles, and Trophies

4.1 Number of Tasks for Competition Results

4.1.1 World Cup Events

1. Overall and female rankings will be scored with the Fixed Total Validity scoring (FTV), as described in 0 Appendix D: Fixed Total Validity (FTV).
2. The FTV “reject rate” is set to 25%.
3. Overall and female rankings will be computed to one decimal place of precision.
4. Team results are calculated as the sum of the scores in this event.

4.1.2 Superfinal

1. Overall and female rankings will be scored with the Fixed Total Validity scoring (FTV), as described in 0 Appendix D: Fixed Total Validity (FTV).
2. The FTV “reject rate” is set to 25%
3. Overall and female rankings will be computed to one decimal place of precision.
4. Team results are calculated as the sum of the scores in this event.

4.2 Team Ranking

1. “Team” stands for PWCA partners or any other sponsored team entering a World Cup event.
2. There are no National teams in the PWCA competition system.
1. A team comprises four pilots plus one possible reserve pilot. These pilots can change from one event to another. One pilot can only participate in one team during a competition.
2. The entry fee for a team, which is not a team representing a World Cup partner, is €500 per event or €750 For the Super Final.
3. PWCA partners can enter one team for free. Additional teams for PWCA partners are €250 for a single event, €500 for the Super Final, €1000 for the Season.
4. Injured team pilots can be replaced. New pilots score only from the day they are added to the team. Team composition must be submitted before the task is flown.

4.2.1 Team Scoring

1. The daily score for the Team is the sum of the task points achieved by the first two pilots from the Team in question.
2. After the Team ranking is ordered according to the absolute number of points achieved by the first two pilots of the Team, the position of the Team in the ranking is transferred into points according to Table 1 (below).
3. A World Cup Team winner is the Team that has the highest score after all the tasks have been completed, regardless of the task validity.
4. The distribution of points between those positions depends on the number of teams entered in the competition, as defined in Table 1.
5. The overall Partner season ranking is the total of the Team’s points from all tasks throughout the season, regardless of task validity.
6. The Team that did not participate in one of the season’s World Cups will score 0 points for that event.

Teams	1st	2nd	3rd	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1 - 10	20	17	15	13	11	9	7	5	3	1										
11	20	17	15	13	11	9	7	5	3	2	1									
12	20	17	15	13	11	9	7	5	4	3	2	1								
13	20	17	15	13	11	9	7	6	5	4	3	2	1							
14	20	17	15	13	11	9	8	7	6	5	4	3	2	1						
15	20	17	15	13	11	10	9	8	7	6	5	4	3	2	1					
16	20	17	15	13	12	11	10	9	8	7	6	5	4	3	2	1				
17	20	17	15	13	12	11	10	9	8	7	6	5	4	3	2	1	1			
18	20	17	15	13	12	11	10	9	8	7	6	5	4	3	2	2	1	1		
19	20	17	15	13	12	11	10	9	8	7	6	5	4	3	3	2	2	1	1	
20	20	17	15	13	12	11	10	9	8	7	6	5	4	4	3	3	2	2	1	1

Table 1Points for Teams

4.3 Country Ranking

1. The task result of a nation is the sum of the three best pilots' scores flying for the same country.
2. The competition result is the sum of the country's points for all tasks, regardless of task validity.
3. No podium or trophy for the Country Ranking is presented.
4. Country Ranking will be available for the pilots or partners upon request. The Country ranking aims to enhance the pilots' marketing possibilities.

4.4 Titles

4.4.1 World Cup Events

The winners of World Cup events are awarded the following titles:
"Event" World Cup Winner
"Event" World Cup Female Winner
"Event" World Cup Team Winner
"Event" Best Country (only on the website) - No trophy required

4.4.2 Superfinal

The winners of the World Cup Superfinal are awarded the following titles:
PWCA World Champion
PWCA Female World Champion
PWCA Team Superfinal Winner
PWCA Team World Champion
PWCA World best country of the year (only on the website) - No trophy required

4.5 Trophies

4.5.1 World Cup Events

Trophies for the first three pilots, the first three female pilots, and the first three teams for each event are awarded.

4.5.2 Superfinal

Trophies for the first three pilots, the first three female pilots, and the first 3 Super Final and Season teams are awarded at the Superfinal.

5. Meet Director, Technical Delegate, Task Committee

5.1 Meet Director

1. The Meet Director's first prerogative is to manage ALL sportive aspects during the event.
2. He is responsible for applying the rules.
3. He must always consult with the Technical Delegate.
4. He shall present the task that the Task Committee chose at the Task Briefing.
5. The meet Director's primary responsibility is to actively monitor all aspects of safety, fairness, and sportiveness during the competition. He must act decisively if any of these aspects are violated in any way.

5.2 Technical Delegate

1. The Technical Delegate is responsible for applying the rules presented in this book, as they are defined. In case of ambiguity or imprecision, the Technical Delegate, in agreement with the Meet Director, will determine and act following the spirit of the prevailing rule. That rule and its application in such an extraordinary situation can be appealed to the PWCA Committee only after the event.
2. The Technical Delegate has the right of veto on sportive grounds.
3. The Technical Delegate is a member of the Task Committee. His role is to ensure the application of the rules in the task setting process. The Technical Delegate has the right to reject the task and request a different task for the day.
4. The Technical Delegate can initiate a penalty if the participant violates a defined rule and informs the meet director before the application.

5.3 Task Committee

1. The Task Committee consists of:
    a. The Meet Director (MD)
    b. One pilot elected by the competition pilots
    c. One pilot proposed by the organisers and approved by the PWCA
    d. One pilot appointed by the PWCA
    e. The Technical Delegate (TD) in the supervising role.
2. The elected pilots should have sufficient knowledge of the flying site and the World Cup rules. They must submit their candidature no later than the start of local registration.
3. If there are fewer than two applicants, the Technical Delegate can appoint two pilots from the pilot list.
4. The Task Committee should unanimously agree upon the task.
5. The TD or MD has the right to veto a task.
6. If a pilot leaves the task committee, the PWCA will appoint a replacement.
7. The Task Committee chooses take-off areas and the day's task according to safety, meteorological, technical, and sportive criteria.
8. All Task Committee members will have priority at launch.
9. Task Committee members will be given thanks and recognition at the prize-giving ceremony.

6.Briefings

All briefings must be in English only.

6.1 General Briefing

1. All competitors must be present at the general briefing, which will take place as announced by the Organizer.
2. The main information given at this briefing must be shared on the official communication platforms defined for that event after the finished physical meeting.
3. The mandatory General Briefing, including the safety briefing, will occur before the first task briefing.

6.2 Task Briefing

1. The task briefing is held at the take-off area. All technical data specified during this briefing is displayed on the task board.
2. To avoid stress and to guarantee good and fair preparation for all pilots, provisional tasks should be displayed as soon as possible.
3. There must be sufficient time provided to the pilots to prepare their equipment. The minimum time is 15 minutes before the beginning of the task briefing. If that time was not available before the start of the task briefing, 15 minutes must be available between the end of the task briefing and the window opening. However, pilots ready to fly may take off immediately after the task briefing if the Meet Director gives that option.
4. The task briefing must be efficient and should contain, in this order:
    - Relevant information about the previous day (protests, incidents, infractions, etc.)
    - Winners of the previous day's task (overall, female, team)
    - Weather forecasts for the day (winds, forecasted cloud base, general quality of the day)
    - Important information about the day (new waypoints, altitude limits, restricted areas, etc.)
    - Task setting for the day.
    - Timings (window, start, closing)

7.Display of Results

1. A provisional results list must be put on the website as soon as possible. If a pilot notices a mistake in the results, due to the incorrect live track, backup tracks should be submitted to the scorekeeper for correction as quickly as possible.
2. By default, the results must be published as soon as possible, with a “provisional results” status.
3. Complaints must be submitted as soon as possible, but no later than two hours after the provisional results are published on the event's official communication groups.
4. If no complaints are received after two hours of publication of the provisional results, the scores for the day become official.
5. Each organizer can adjust this timetable in agreement with the technical delegate.
6. The official task & competition results are displayed when all complaints have been dealt with.
7. The maximum time window for complaints on the last competition day is 30 minutes after the provisional results are published.
8. In the event of a time-consuming complaint and protest, the organisation has the right to run a prize-giving ceremony with provisional results.

8. Complaints, Protests, and Appeals

1. Any pilot participating in a PWCA event can make a complaint, a protest, or an appeal if not specified otherwise in a particular rule.
2. Complaints, protests, and the related decisions must be published on the official communication platforms of the event, with the time stamp clearly displayed.

8.1 Complaints

1. Complaints must be handed to the Meet Director in English, in writing, or via declared electronic communication platforms.
2. Complaints must be made within the fixed timetable after the announcement of the provisional results. By default, this timing is two hours after the publication of the provisional results.
3. The complaint must be precise and specific, pointing to relevant information like timing, location, pilot(s) involved, and similar circumstances. The complaint must point to the violated rule and describe the expected course of action.
4. The complaint is individual. If multiple complaints are submitted pointing to the same issue, the MD will take the generic one to be dealt with and reject the other complaints.
5. Collective complaints will not be accepted.
6. The Meet Director deals with complaints in an efficient manner. The answer must be coordinated with the TD, who will check the procedure and the correct application of the rules.

8.2 Protests and Jury

1. If the complainant, or any participant in the PWCA event impacted by a complaint, is unsatisfied with its outcome, he has the right to protest.
2. The protest must be precise, specific, and point to the rule and/or procedure not followed by the Meet Director while dealing with the Complaint. The protest must describe the expected course of action. Protest has to be in English, delivered in writing, or via declared electronic communication platforms.
3. The protest is individual.
4. If multiple protests are submitted pointing to the same issue, the MD will take the generic one to be dealt with and reject the other protests. Collective protests will not be accepted.
5. Such a protest must be made in writing, in English, and be handed to the MD with a protest fee of €100 (or equivalent in local currency), within 2 hours (30 minutes for the last task) of the publication of the decision regarding the complaint.
6. The Jury will deal with the protest. The fee will be returned to the complainant if the protest is accepted.
7. The Jury in the Paragliding World Cup is remote. The Jury in the Paragliding World Cup is anonymous. The Jury will be formed by the PWCA Committee before the event, from the available Committee members not participating in the competition.
8. If there is a conflict of interest (same nationality, personal ties with the involved pilots or similar), upon receiving the protest, the appointed Jury member may be changed to another member not in the same situation.
9. The TD has a consultative voice in the Jury.
10. The PWCA office will communicate the Jury's decision, and an email will be sent to the TD, MD, and pilots involved in the protest. Following the Jury's decision, the Meet director will announce it during the first pilots' briefing.
11. The jury's decision is final and cannot be protested.
12. The pilot whose protest has been rejected may proceed with an Appeal to the PWCA Committee. The procedure of the Appeal process starts after the end of the competition ion question

8.3 Appeals

1. Any pilot participating in a PWCA event can appeal any jury decision.
2. The appeal must be in writing and English and sent to the World Cup office within one week, with a €500 appeal fee and any relevant documents.
3. The Appeal Committee will deal with the appeal and may decide to refund the appeal fee.
4. The Appeal Committee will consist of 3 PWCA Committee members or former committee members appointed by the President, none of whom are involved in the protest process and have any conflict of interest. The President will lead the proceedings without the right to vote, and the TD will have a consultative voice only.
5. All interested parties may be present at the hearing. They must be notified of the appeal in good time and shall have the right to call witnesses; their absence shall not hold up the appeal.

6. The Appeal Committee has full power to make the final decision.
   For example, the Appeal Committee's powers include, but are not restricted to:
   - *Change ranking lists in case of obvious errors*
   - *Invalidate a task for an overall ranking in case of severe infringement of World Cup rules*
   - *Change a jury decision in case of an appeal lodged against a jury decision, as well as deciding in case of jury failure.*
   - *Decide on refunding any of the deposit and the apportionment of the costs of the appeal*
   - *The proceedings of the Appeal committee are confidential, and only the final decision will be made public.*

9. Flying and Safety Regulations

9.1 Compliance with the Law

Each competitor is required to comply with the laws and rules of the air of the country in which a PWCA event takes place.

9.2 Flight Limitations

1. All gliders must be flown within the limitations of their manufacturer’s specifications.
2. Any manoeuvre hazardous to other competitors or third parties is prohibited.
3. The MD or the TD can prohibit a pilot from competing or flying for violating any safety aspect of the competition.

9.3 Damage to Equipment in Competition

1. Any replacement parts must conform precisely to the original specifications.
2. Equipment may only be replaced with permission from the TD. Reasons for a replacement are damage, loss, theft, or circumstances beyond the competitor's control.
3. The TD may allow resumption of the original equipment after it is retrieved or repaired.

9.4 Fitness

1. A pilot can not fly unless he or she is fit.
2. Any injury, drugs, or medication affecting the competitor's performance must be reported to the Meet Director before flying.
3. After consulting the TD, the MD will decide if the pilot will be forbidden from flying.
4. The MD and/or TD may prohibit a pilot from flying the task, or the entire competition, if they are declared unfit to fly. Repetitive failed take-offs, inability to handle the amount of ballast in use, or having an evident injury preventing the pilot from safely performing the flight, are considered a condition “not fit to fly”.

9.5 Collision Avoidance

1. Circuit, turn directions, and landing patterns explained at the briefing must be complied with. Usually, the turn direction is right on even days and left on odd days. If flying safety is questioned, MD or TD may introduce a permanent turn direction for the entire day or to a specific turn point. If the turn direction is defined up to the turn point, then the turn direction must also be determined after verifying that turn point.
2. International collision avoidance regulations must be obeyed, and proper lookouts must always be maintained. Not following those regulations in their entirety will be considered aggressive flying and subject to penalty.
3. A glider joining another glider in a thermal shall circle in the same direction as that established by the first glider in the thermal, regardless of height separation.
4. A glider joining another glider in a thermal at the same height shall join the thermal from the outside and must not attempt to turn inside the existing glider.
5. A competitor involved in a mid-air collision must not continue the flight if the structural integrity of the glider is in doubt.
6. The pilot involved in a mid-air collision, if declared as aggressively flying, after the application of the penalty, cannot score more than the other pilots involved in the crash.
7. Pilots found to be infringing the above rules will be penalised (see section 0 15.1 Penalties).

9.6 Aggressive Flying

1. Aggressive flying is hazardous and, when identified, will be penalised (see section 0 15.1 Penalties).
2. Any pilot involved in a collision whilst violating the Collision Avoidance rules above will automatically be deemed responsible.
3. Acts of collective aggression, such as a large group of pilots flying straight at a single pilot established in a thermal, are extremely unsportsmanlike and will be penalised (see section 0 15.1 Penalties).

9.7 Cloud Flying

1. Cloud flying is prohibited (see section 15.1 Penalties).
2. Cloud flying is defined when a pilot loses visibility of the ground or a clear sky.
3. If the MD determines that a pilot has been cloud flying, it will be up to the pilot to prove that he was not actually in the cloud; otherwise, he will be penalised. A time-stamped video recording showing that the pilot in question was not cloud flying at the specified time is considered such proof. TD and the Jury may use the same procedure.
4. The competitors are responsible for reporting cloud flying to the MD.
5. If, despite all efforts by a pilot to avoid cloud flying, they experience a cloud suck, pilots must attempt reaching a “position of no advantage” to avoid being penalized.
6. “Position of no advantage” is defined in relation to the other pilots in proximity, who did not perform cloud flying. That position must be at a significantly lower altitude than the other pilot or pilots in the same group.
7. All the manoeuvres to reach a ‘position of no advantage' must be performed safely and closely following the requested routines.
8. The “position of no advantage” is defined by the MD in a case of a Complaint, or by the Jury in a case of a Protest. The TD has a consultative voice in both proceedings.
9. Pilots pardoned for cloud flying penalty because they reached a “position of no advantage” will receive 1 point penalty.

9.8 Altitude Control

1. Altitude control will be done using GPS Altitude.
2. A progressive penalty will be set (see section 0 15.1 Penalties).

9.9 Ballast, Take-off Weight

1. A competing glider may carry additional weight–ballast to reach the desired total weight in flight.
2. The ballast may be jettisonable or permanently installed without any option to be separated from the harness structure or the pilot's body.
3. Jettisonable ballast must be only fine sand or water.
4. Weighted vests and weighted inserts in the harness are perceived as permanently installed and therefore must not be ejected under any circumstances.
5. A competitor must avoid dropping ballast in a manner likely to affect other competing gliders or third parties.
6. Pilots must fly within the certified weight range of their glider.
7. Pilots must be fit to fly with their chosen quantity of ballast. Any pilot experiencing repetitive difficulties launching must stand aside and may be declared unfit.

9.9.1 Weight control

1. Pilots may check and adjust their weight (at registration or on take-off). They may also adjust their weight, if necessary, when being systematically weighed at a launch gate.
2. Pilots may be checked as they are about to take off or after landing; the results of such a check are definitive.
3. If their all-up weight is out of their glider’s weight range, they will be penalized without tolerance on the measurement.
4. The weight measurement machine will be located close to the launch gate.
5. The organiser must provide an inflexible horizontal platform with a minimum size of 100cm x 100cm.
6. The Organiser or TD must have a list of pilots at the take-off with the weight range of their wings.

9.10 Emergency Rules

1. A new rule may be introduced at any time during an event to address unforeseen problems deemed by the MD, TD, and PWCA committee members to pose a significant threat to pilot safety. The pilot may trigger the process by reporting such a safety issue to the MD or TD.
2. Any such rule must be written down and referenced on the task board each day it is in force.
3. Any such rule will not be retroactively applied.
4. The PWCA committee reserves the right to ground any wing or pilot if it is deemed in the interests of pilot safety.

9.11 External Aid to Competitors

1. The TD, MD, or Goal Marshal can broadcast pertinent information, such as wind conditions at the goal, to all pilots. This will improve safety as well as enhance fairness. All other assistance is prohibited.

10 Take-off

1. The organization assumes that all registered pilots will fly each task.
2. All pilots intending to fly must take a live tracker. Pilots who do not take a live tracker are deemed not to be flying the task and will not score for the day. Their status in the results will be ABS.
3. If a pilot decides not to fly, they must notify the organizer as soon as possible before opening the start gate for that particular task. Failure to do so may result in a pilot penalty as defined in section 0. His/her status in the results will be DNF.
4. A pilot who decides not to fly should hand back his live tracker at launch. In exceptional cases, the MD or TD may announce some other procedure.

10.1 Launch Procedure

10.1.1 Ordered Launch

1. When necessary, a priority system can be used: all pilots must enter through a designated gate in the order of the last available ranking (Top 30, 40, 50, etc, or one by one if necessary). The Task Committee will define this procedure. The procedure for the priority entrance to the take-off will be specified at the General briefing. Due to some specifics of the task or the day, this procedure may be altered. If altered, the new method must be explained during the task briefing for that specific task.
2. Pilots with the priority status who do not enter the take-off area when they would be allowed to, keep their right to enter at any later time.

10.1.2 Launch Window

1. Window Opening and closing times are announced at the task briefing and displayed on the task board.
2. The window should be as long as possible to allow all pilots to take off even if a temporary window closes (e.g., for a helicopter rescue) or to give time to repair broken lines.
3. The window open time does not correlate with the start gate time setting.

10.1.3 Re-launch

1. If a problem occurs immediately after take-off, a pilot must ask permission, by radio, on the Safety Frequency, from the Meet Director or the TD to land, resolve the problem, and take off again. Unauthorised landings will be penalised.
2. In the case of a re-launch, pilots do not lose their priority rights in an ordered launch.

10.2 Free Flyers and Wind Dummies

1. Free flying is allowed, but those pilots may be asked not to take off during short times for safety reasons.
2. Wind dummies must be ready to take off before the window opening on the organizer's request.
3. Free flyers and Wind dummies must not provide voluntary help to competitors for reasons of fairness (see section 0 9.11 External Aid to Competitors).

11.Landing, Report-back, and GPS Track Download

1. During a task, touch-and-go and take-off after landing are forbidden. If a pilot wishes to re-fly, then he must ensure that the correct flight is used for scoring.
2. All pilots must pack their gliders immediately after landing. A glider lying open on the ground means "I need help" (see 0 Appendix B: Rescue Actions in Competitions).

11.1 Mandatory Safety Report-Back

The procedures described below might be changed due to the firmware upgrades to the instruments. The current procedures must be explained during the general or task briefing if they happen during the competition.

1. It is each pilot's responsibility to report back every task day, whether they fly or do not fly.
2. The primary means of reporting back is via the Flymaster Live Tracker:
   - **Mini Tracker**: The pilot can press the SOS button three times in quick succession to report that he is safe. The centre three LEDs will start flashing regularly. If the pilot needs assistance, he must press and hold the SOS button for five seconds until the centre LED starts flashing in Morse Code for SOS.
3. An acknowledgement will eventually be displayed on the Live Tracker. At this point, the pilot reports back. If no acknowledgement is received, the pilot cannot consider himself reported back.
   - **Mini Tracker**: In the event of reporting back safe, the outer two LEDs will flash regularly. The middle three LEDs will flash in Morse Code for SOS if assistance is needed.
4. If the pilot moves (or his situation changes) he must report back again by repeating the report back procedure above and selecting the appropriate option.
5. If the pilot chooses "Need assistance", this is treated as an emergency, and the emergency services could be immediately engaged without any further notice. If a pilot selects this mistakenly, it can be cancelled as follows:
   - **Mini Tracker**: The pilot can press the SOS button for five seconds until the LEDs at the top are extinguished.
6. A false "Need assistance" report will be penalised (see section 0 15.1 Penalties).
7. If reporting back via the Live Tracker is impossible, it is possible to report back by SMS instead. Report-back must be done immediately by SMS to the number given during the briefing and indicated on the task board.
8. The format of the message is as follows:
   <pilot number(s)> <UTM coordinates> <optional message>
   Example: If pilot 174 wants to report landing, together with 3 other pilots (21, 73, and 411), the message would be: "174 21 73 411 0725738 5020845 waiting at the bar"
9. An acknowledgement will be sent back to the pilot by SMS. Again, if no acknowledgement is received, the pilot is not yet reported back, and if the pilot moves (or his situation changes), he must report back by SMS again to give an update.
10. Other possibilities to report back will be indicated at the briefing and on the task board. These may include telephone, radio, or physically at take-off, headquarters, and the goal.
11. All pilots must report back as soon as possible, even before packing their glider (usually within 20 minutes after landing), including the ones landing in goal. The later a pilot lands, the faster he must report back.
12. GPS track download is not a way to report back.
13. A pilot can be penalized for reporting back late. In case of unnecessary search and rescue operations caused by a pilot reporting back late or falsely reporting "Need assistance", the penalty can be up to disqualification from the event and possible S&R costs at the expense of the pilot.

11.2 Check in at Headquarters

1. All pilots who fly the task must hand in their Live-Tracker immediately on returning to Headquarters.
2. Pilots with their own retrieve MUST return their Live-Tracker to Headquarters before doing anything else.
3. Handing in the Live-Tracker constitutes check-out and is the organisation's guarantee that the pilot has safely returned to base.
4. If a pilot fails to return their Live-Tracker on time, he may be penalised or not scored for the task.
5. When a deadline is set (e.g., on the last competition day), pilots returning their Live-Tracker after this deadline may not be scored for the task.

11.3 GPS Track Download

1. Once a pilot’s Live-Tracker is handed, pilots can connect another instrument for downloading if there are any problems with their results.
2. A maximum of 2 GPS receivers to be checked for pilots reaching the goal with no problem in their recorded track log may be enforced.
3. Tracklogs produced by Smartphone Apps are not accepted for downloading unless there is a problem with the pilot's standard flying instruments.

12 Tasks

The World Cup uses five task formats.

12.1 Timed Tasks

1. The course is the same for all pilots in all timed tasks.
2. The course starts at take-off, passes around zero or more turnpoints, and terminates at the goal.
3. Part, or all, of this course is designated as the speed section.
4. The objective is to fly around the course and, in the process, along the speed section in the shortest time.
5. The task distance is the shortest distance around the course.
6. If a pilot fails to complete the course, then the distance awarded to the pilot is the task distance minus the shortest distance from his best position around any remaining turnpoints to goal.

12.1.1 Race to Goal

1. A Race task uses a single start time.
2. The first pilot to complete the speed section has the shortest time.
3. A Race to Goal task may have a back-up start to act as a safety net in the event of bad launch conditions which prevent pilots from taking off in time to reach the start.

12.1.2 Clock Start

1. A Clock Start task uses multiple start times, generally at fixed intervals.
2. A pilot's start time is defined as that start time after which he starts the speed section for the last time, to continue and fly the task.

12.1.3 Elapsed Time

1. An Elapsed Time task gives an individual start time to each pilot.
2. A pilot's start time is taken when he crosses the start for the last time, to continue and fly the task.
3. A start opening/closing time and last start time can optionally be set.

12.2 Task Deadline

1. A task deadline is set to give enough time for search and rescue at the end of the day, or to avoid forecasted bad weather.
2. If any pilot is still flying after this deadline, their best position until the task deadline will be used for scoring.

13 Turnpoints, Cylinders, Start, and Goal

13.1 Turnpoints

1. All turnpoints are given as GPS coordinates.
2. Turnpoints should be obtained from the PWCA website immediately before the competition.
3. Organizers can change or add coordinates during the event. In this case the changes will be announced at the task briefing and displayed on the task board.
4. The official map datum is WGS84, and the position format is UTM. For safety reasons and to facilitate communication, pilots must set their GPS receivers to WGS84 and UTM to be able to provide coordinates in the right format at any time. This also avoids mistakes when manually entering new coordinates.

13.2 Vertical and Horizontal

1. A vertical line is defined as a straight line that is perpendicular to the surface of the WGS84 ellipsoid at the point that the line (or its projection) crosses the ellipsoid.
2. A Horizontal Surface (of height ***v***) is defined as a curved surface with a constant vertical separation (***v***) from the WGS84 ellipsoid.

13.3 Cylinders

1. Cylinders are defined as a circle on the WGS84 ellipsoid, projected vertically upwards to an infinite altitude.
2. Cylinders are drawn around a central point which is a turnpoint specified by the task-setters.
3. Cylinder radius can vary for each cylinder, even within the same task when a turnpoint is used multiple times. Defining the cylinder sizes is part of task setting.
4. A cylinder can have an opening time and a closing time. A cylinder can only be validated after the opening time and before the closing time.
5. Each cylinder could be validated by entering its tolerance zone or by crossing the tolerance zone in any direction (from inside to outside or other way around).

13.4 Start

1. All information concerning the start definition will be announced during the task briefing and displayed on the task board.

13.4.1 Air Start

2. An air start is a cylinder that can be crossed in either direction.
1. In the case of a race to goal task, the start cylinder opens at a pre-determined time. The start cylinder is validated as follows:
    a. The pilot enters the cylinder tolerance zone.
    b. The pilot crosses the cylinder from one side (inside or outside) to the other.
    c. If the pilot does not satisfy these requirements, then the pilot will be scored back to the start cylinder.
2. In the case of a clock-start or elapsed time task, if the start cylinder has an opening or closing time, it is validated in the same way as in a race task. But, in addition, the pilot's individual start time is determined as follows:
    a. A pilot's individual start time is calculated from the last time the pilot crossed the cylinder.
    b. If there is no valid recording of a pilot's start time, the pilot will be scored back to the start cylinder.
    c. A last start time may be set. In this case, if the pilot crosses the start for the last time after this time, his start time will be set to the last start time.

13.5 Goal

1. By default, the World Cup goal is a goal line.
2. The World Cup Goal Line is defined as a "virtual line with a physical reference."
3. The default virtual goal line extends to 100 m on each side of the GPS goal coordinates, to 200 m, and is perpendicular to the optimized route to the goal point.
4. The default virtual goal line is validated when there is a point in the pilot's tracklog inside a 100 m radius semi-cylinder whose flat face is coincident with the virtual goal line and whose interior is on the opposite side of the virtual goal line to the previous optimized route point.
5. If present, a physical line should be at least 50 m long and 1 m wide. If less than 50m, the physical line will be deemed to extend to 25 m on either side of the centre of the actual line.

6. The physical line should match the virtual line but should be entirely contained within the semicircle forming the goal area.
7. The physical line is provided only as a visual reference.
8. In the event of the physical goal line being incorrectly placed, causing pilots not to cross the virtual line, the topology of the goal may be adjusted to accommodate this and avoid cancelling the task.
9. Pilots not crossing the virtual goal line will not score time points.
10. For safety or other reasons, a cylinder may be used instead of a goal line; this must be explained at the briefing and displayed on the task board. In this case, there is no physical equivalent
11. Pilots should not take any risks to cross the goal line. Not crossing a goal line for obvious safety reasons will be considered in favour of the pilots.
12. Organizers should use physical lines as often as possible for several reasons (goal visualisation, safety, public, media, etc.).

13.6 End of Speed Section

1. The end of the speed section may be:
    a. A cylinder centred on the goal coordinates (1000 m by default). In this case, the pilot's finishing time is taken when he validates the cylinder. After that, the pilot must validate the goal to complete the task.
    b. Another turn point. In this case, the pilot's finishing time is taken when he validates that turnpoint. After that, the pilot must validate all subsequent turnpoints and the goal to complete the task.
2. In certain circumstances, the end of the speed section may have a minimum altitude to be validated.

13.7 Crossing Times

1. Crossing times of SSS/ESS cylinder boundaries and goal lines are determined from the pilot's track log.
2. SSS crossing time is the time of the last tracklog point that successfully validates the start.
3. ESS crossing time is the time of the first tracklog point that successfully validates the end of the speed section.

14 Task Evidence

14.1 Source

1. Data will be taken from the Live-Tracking system.
2. In the event of a problem with a pilot's result, data can be collected directly from a backup GPS receiver.
3. IGC files are also accepted if the GPS unit digitally signs them.
4. Only valid GPS data will be considered as true evidence. Data may also be collected from data loggers, but in such a case, a GPS receiver may be requested to verify the data logger's data validity.
5. No copies of files or files from any other source will be accepted as evidence for a flight.
6. Track log data is public.

14.2 Valid GPS Data

1. To be considered valid, the track log must satisfy the following criteria:
    a. The track log must show at least 2 minutes of data and at least five continuous track points before and after the track log points used to verify a turn-point or start.
    b. The track log must show at least 2 minutes of data and five continuous track log points before landing.
    c. The track log must have valid and consistent time stamps and GPS altitude recording.
    d. A continuous track log is one where each consecutive point is 1 second from its predecessor.
    e. Partial tracks from several GPS receivers can be combined to create a valid track.
2. The GPS software verifies GPS data validity.
3. To fully benefit from Leading Points (see 0 Appendix C: PWCA Scoring Formula), it is recommended to record entire flights.
4. In some particular cases, where forbidden or dangerous areas exist, the Meet Director can require the pilots to provide a continuous track log that shows that they did not fly into the unauthorized area.

14.3 Measurement of Distances

1. All geographical points (turn points and tracklog points) are projected onto a plane using the Transverse Mercator projection of the WGS84 ellipsoid, with a scaling factor optimised for a task area 100 km wide.
2. The distance between points is simply obtained by using Pythagoras' Theorem. This is within a metre of precise geodetic calculations over a 100 km wide task area.
3. All other geometrical calculations are carried out using simple planar trigonometry.

14.4 GPS Checking Criteria

1. A tolerance of **0.1**% (but no less than 5 meters) is applied to all cylinder radii to deal with different formulas used in GPS receivers and computer software to calculate distances.
   Example: On a 50 km cylinder, this gives a 50 m tolerance.
2. For the start cylinder, at or after the start time, the track log must show at least one point inside the tolerance zone or on the other side of the cylinder compared to the previous point.
3. For each turnpoint claimed, the track log must show one of the following:
    a. At least one point in the tolerance zone.
    b. At least one pair of consecutive points (in a continuous tracklog) whose connecting line passes through the cylinder.
4. Manually marked waypoints (Mark + Enter on Garmin GPS receivers, for example) are not considered track evidence.

14.5 Best Position

1. Pilots will be scored for their best position reached in the task. The best position can be the landing place, or a better position reached in the air.
2. Definition of the Best Position: The tracklog point with the shortest optimal route through all remaining cylinders and to the goal (not necessarily the one closest to the next turnpoint).
3. In the case of a stopped task, the altitude bonus for each tracklog point will be considered when determining the best position.

14.6 Pilot's Responsibility and Management of the GPS Receiver

1. Pilots can have multiple GPS receivers and data loggers as backup.
2. Pilots must set their GPS receiver and data logger to the correct parameters to record their flight correctly.
3. Each pilot certifies that they will provide their track log if a backup is required. The organization may cross-check several track logs.

14.7 GPS Receiver Models

1. GPS receivers used in the World Cup must be capable of recording GPS altitude and must include this information in the track download.
2. USB-based GPS receivers are only accepted if they comply with the USB Mass Storage standard and can produce a signed IGC tracklog.
3. Upon request, all pilots must be able to provide a cable for downloading tracks from their particular GPS receivers.

15.Penalty and Compensation

15.1 Penalties

1. Modified glider: zero points for the task, disqualification from the event on a second offence.
2. All-up weight outside certified weight range: zero points for the task, disqualification from the event on a second offence.
3. Cloud flying: points according to the Soft Airspace Infringement formula (see Appendix 0: Airspace Penalties. Disqualification from the event for persistent offenders.
4. Aggressive or dangerous flying: progressive penalty up to disqualification from the event.
5. Airspace infringement, horizontal or vertical: points according to the Hard or Soft Airspace Infringement formula, depending on the legal status of the airspace.
6. Track log missing or non-continuous track log when a continuous track log is required: zero points for the task.
7. Failure to report back, or late report-back after a task: up to disqualification from the event and possible recovery of S&R costs.
8. False "Assistance needed" report: If dismissed by the organisation, 1 point, otherwise up to disqualification from the event and possible recovery of S&R costs.
9. No number, wrong number, or number not meeting the requirements: 1 point at the first offence, 10 points at the second offence, 100 points for any subsequent offence.
10. Failure to wear official sponsor logos or equipment: up to 100 points penalty per task.
11. Change of equipment during competition, if the TD is not notified of the change, then zero points for the day.

15.2 Compensation Points

1. Pilots taking part in a rescue action will be awarded compensation points.
2. The MD and TD evaluate this compensation according to the pilot's position at the time of the rescue and the results he could have achieved.
3. In case this evaluation is not possible, for example, at the beginning of the task, the pilot’s average ranking, reflected in the points for that ranking place for the day in question, in the previous tasks, will be considered. If the assistance took place in the first task, compensation points will be given after the second completed task, granting the pilot the same position in the ranking in the first task as the one achieved in the second task. In any case, the pilot must not lose any ranking because of his rescue action.
4. Additional points might be granted to the pilot by the MD on other occasions not directly defined by these rules. An example is an unforeseen obstacle preventing the pilot from reaching the goal when his actual glide ratio will allow for it. To avoid additional points being granted, expanding the goal radius outside the boundaries of the designed goal to create a new reference point to be considered the actual goal may be done. Such a decision needs TD and Jury agreement.

16. Task Validation

Task validity is mainly dealt with by the scoring formula (see 0 Appendix C: PWCA Scoring Formula), taking into account the number of pilots who launched, the distances flown, and the time spent in the air.
Task will be valid (both stopped and regular) if the winner of the task earns at least 50.0 points.

16.1 Launch validity

1. In addition to the launch validity calculated by the scoring formula, a task is only considered valid if the launch window was open for more than one minute per enrolled competitor and per simultaneous take-off possibility (decided by MD and TD and declared at the beginning of the competition).
2. Enrolled competitors in this context mean all initially enrolled, less those disqualified or officially withdrawn.

16.2 Stopped Clock Start or Elapsed Tasks

1. In the case of a Clock Start or Elapsed Time task, pilots will be scored with their best position after the “minimum available flying time”.
2. “Minimum available flying time” is the time between the Last Start Time and the Task Stop Time.

Example: In a Clock Start task, some pilots use the last start at 14:00. The task is stopped at 16:12, giving a Task Stop Time of 16:07. The “minimum available flying time” is 2 hours 7 minutes. Therefore, pilots who took the start at 13:30 will be scored for their best position reached up until 15:37.

16.2.1 Altitude Compensation

1. In stopped tasks, pilots who still fly at the stop time will receive altitude compensation based on their GPS altitude at the stop time.
2. The glide ratio used to calculate altitude compensation is 2.5:1

16.3 Cancelled Tasks

1. A task can only be cancelled after the last landing time by a Jury's decision. The TD and/or the MD can ask for a jury decision on validating a task.
2. A complaint can be made to the MD requesting task cancellation. The MD must proceed according to the jury’s decision.

17. Score Sheets

1. The Organizer publishes score sheets for all competing pilots.
2. The score sheet must show at least:
    a. Name of pilot, nationality, glider, harness, team (except in case of due invoices), and sponsors
    b. Distance flown
    c. Start time
    d. The time when the End of Speed Section was reached
    e. Duration of flight inside the Speed Section (between Start and End of Speed Section)
    f. Sum of points awarded to one decimal place for task and overall results.
3. Score sheets will be produced in several categories, including, but not necessarily limited to: Overall, Women, and Teams (event and season).
4. Score sheets will be published immediately on the internet at the defined online platforms as soon as they are available.

18. Prize Giving

18.1 World Cup Events

1. It is mandatory for World Cup pilots to be present at the prize-giving ceremony if they achieve a top 10 position.

18.2 Superfinal

1. Taking part in the Paragliding World Cup Superfinal is an honour and a great achievement.
2. Prizes and trophies will be awarded to the winning teams and pilots.
3. Presence is mandatory for all podium pilots for media and marketing reasons.
4. Pilots who do not respect this rule may lose their prizes and risk not being selected for the next Superfinal.

19 Unsporting Behaviours

1. Unsporting behaviour is deemed as behaviour by a pilot that violates the sport's generally accepted rules of sportsmanship and participant conduct.

2. Competitors may be annoyed by rulings or other decisions that adversely affect one or more pilots. Disagreement or argument on the part of these individuals must be expressed in a way regulated by PWCA rules, following the process of Complaints, Protests, and Appeals.

3. Abusive or taunting language, excessively loud delivery, attempts at physical abuse, verbal or physical threats are serious offenses and may lead to temporary or permanent disqualification of a pilot from any World Cup-sanctioned events.

4. PWCA Committee may request further sanctions, outside of the PWCA's mandate for such a pilot, like temporary or permanent withdrawal of the pilot's sporting licence per the International Aeronautical Federation rules.

5. Rules may require participants to fulfil certain requirements like sportsmanship, proactively reporting back, returning live trackers, etc. Failure to complying with these requirements may be considered as unsporting behaviour.

19.1 Other misconduct

1. Typical (but not limited) examples of misconduct that are subject to penalty:
2. Not following mandatory rules
3. Abusive language or generally abusive activity on social media
4. False accusations, threats
5. Bringing the PWCA, PWCA officials or Staff, Local Organizer Officials or Staff into disrespect of any kind

19.2. Aspects of penalising unsporting behaviour

1. Unsporting behaviour or other instances of misconduct may happen in relation to the ongoing PWCA events or outside of the PWCA events.
2. During a competition, penalties are awarded according to the rules of the event (PWCA rules or Local Regulations).
3. The MD, in agreement with the TD, penalizes unsporting behaviour during a competition.
4. In serious cases, any member of the Association can report alleged unsporting behaviour or other instances of misconduct to the PWCA Committee before or after a competition or in situations unrelated to events.
5. The Committee will review the report and make enquiries. The plaintiff's report should be as precise as possible and accompanied by the witnesses' names and addresses, if any.
6. The Committee will decide whether further action is needed.
7. If appropriate, the Committee may appoint an impartial three-member Board of Inquiry to investigate the misconduct.
8. When ready, the Board of Inquiry will recommend to the President and the Committee a course of action and, where applicable, a suggested penalty.
9. The Committee will then decide on the course of action and whether to impose penalties.
10. The Board of Inquiry may suggest expanding the process with the International Aeronautical Federation for further action if the misconduct qualifies for such a course of action.
11. The committee's decision will be notified to the parties and reported to the association's General Assembly.

19.3 Scope of penalties

The penalties for unsportive behaviour may range from reducing the number of points achieved in the task/competition to disqualification from a task/competition and to temporary/permanent disqualification from participating in the PWCA-sanctioned events.

20 Code of Conduct for Paragliding World Cup Officials

20.1 Purpose

This code outlines the expectations from the PWCA Committee members, PWCA Staff, and Officials engaged in the Paragliding World Cup and their respective actions to provide fair play, respect, and integrity of the PWCA-sanctioned competitions.

20.2 Principles

1. • Fairness and impartiality: Committee members, PWCA Staff, and Officials must make decisions based solely on the defined PWCA rules and their sound judgment within the rules' frame, without bias, favouritism, or influence of any kind.
2. • Respect: Treat Association members, event participants, PWCA's Partners, fellow officials, and other related parties with respect and dignity.
3. • Integrity: Maintain the highest level of personal and Association's integrity, avoid conflicts of interest, and uphold the rules in their positive context, intent, and entirety.
4. • Professionalism: PWCA Committee members, PWCA Staff, and Officials engaged in the Paragliding World Cup-sanctioned events must ethically and professionally conduct themselves according to the standards of the Association, the Association's competition rules, and public law standards at the event's location.

20.3 Responsibilities

1. • Knowledge of the rules: PWCA Committee members, PWCA Staff, and Officials engaged in the Paragliding World Cup must familiarize themselves with the Paragliding World Cup's rules and regulations.
2. • Accurate decision-making: Make accurate decisions that are fact-based and in accordance with the Association's rules, preserving the association's fundamental values of impartiality, fairness, safety, and satisfaction.
3. • Consistency: Apply the rules consistently throughout the competition.
4. • Communication: Communicate clearly and respectfully with members, pilots, partners, local officials, the general public, and all parties related.

20.4 Conduct

1. • No abuse or harassment: Refrain from verbal or physical abuse, harassment, or intimidation, even when provoked at a personal or professional level.
2. • No conflict of interest: Disclose potential conflicts of interest and avoid situations compromising officials' integrity and preserving personal impartiality.
3. • Confidentiality: Maintain confidentiality of the Association's internal affairs, or sensitive information, which could jeopardize the reputation of the Association, its Officers, Partners, members, or event participants.

20.5 Consequence

1. The Paragliding World Cup Committee will evaluate failure to adhere to this conduct. When misconduct is acknowledged and confirmed, the World Cup committee may apply:
    - Warning or reprimand
    - Temporary or permanent removal from officiating duties
    - Disciplinary or legal action

20.6 Procedure

The Paragliding World Cup committee will disclose all information regarding any misconduct and actions taken against any PWCA Committee member, PWCA Staff member, or any Official engaged in the Paragliding World Cup in a form of official addressing to the General Assembly at the first available occasion.
The decision is effective immediately after the Committee decision.
The decision must be accepted and voted on by a 2/3 majority at the first General Assembly of the Association, or it will be reverted.

20.7 Final remarks

By following this code, PWCA Committee members, PWCA Staff, and Officials engaged in the Paragliding World Cup will ensure a high-quality sporting event that is fair, safe, and enjoyable for all participants and parties involved.

The Paragliding World Cup Association (PWCA), PWCA Committee members, PWCA Staff, and Officials engaged in the Paragliding World Cup, through their actions, emphasize the importance of integrity, respect, and professionalism in maintaining the sport's reputation and promoting its growth worldwide.

Appendix A : Registration and Selection

A.1 How to Enter a World Cup Event

A.1.1 Registration

1. A pilot wishing to participate in a World Cup event or the Superfinal must register and apply online on the World Cup website: https://pwca.org
2. The first step is to log in (using your username and password) or create a new account by clicking on “CREATE NOW” and following the account creation process.
3. After logging in, you must complete your personal data in order to gain a **pilot’s role**. As soon as you are upgraded from ordinary user to “pilot”, you will be able to declare results and sign up for events.
4. All dates and deadlines relating to an event are in UTC.
5. The registration deadline is 90 days before each World Cup event. In special circumstances, a new deadline can be set by the Committee members and communicated to the pilot community.
6. Any pilot applying after the registration deadline will be placed in the waiting list.
7. A pilot can apply at the beginning of the season for all Paragliding World Cup events.
8. All pilots taking part in a World Cup event are automatically registered for the Superfinal.
9. To ensure that World Cup events are filled, overbooking may be used.

A.1.2 Cancellation of a Registration

1. Pilots who want to cancel their registration should do it as soon as possible.
2. A pilot who cancels at least 45 days before the event can ask for:
    a. His or her entry fee to be used for the next event (same season) where he or she will be selected.
    b. A refund of the entry fee (an administrative fee of €20 will be deducted).
3. Cancellations received less than 45 days before the event will be refunded 50% of the entry fee.
4. Cancellations received less than 15 days before the event will not be refunded.
5. Any cancellation is final. Any reintroduction into the selection list will be recorded as a new signup. If a pilot has been partially refunded, he will be charged the remaining part of his entry fee + late signup fee.
6. In the case of injury, and where a medical certificate is supplied, refunds will be decided on a case-by case basis by the World Cup Committee.
7. Other circumstances beyond the pilot’s control will be considered by the World Cup Committee when deciding on refunds.
8. If a cancellation is less than 7 days before the event, then the organiser part is not refundable under any circumstances.
9. It’s the pilot’s responsibility to claim the return of his or her entry fee. Requests for refunds for fees paid must be made before December 31st of the same year.

A.1.3 Entry Fee

1. The Entry fee for World Cup events is €310 per event.
2. The Entry fee for the Super Final is €425.
3. The fee covers, but is not limited to:
    a. Transport to all flying sites
    b. Retrieval on main roads
    c. A map of the area with all necessary documentation
    d. GPS coordinates of turnpoints (to be loaded onto the GPS receivers)
    e. GPS track download and task scoring
    f. Live Tracking during all tasks
    g. Emergency rescue and first aid medical service
    h. Local license or fees
    i. Possible extras (accommodation, dinners, parties…)

A.2 Selection Process for World Cup Events

1. In every PWCA selective competition, pilots can obtain a qualification letter (A, B, C…) according to the competition’s level and their rank in that competition.
2. By comparing their two highest letters, the World Cup Office selects pilots according to their two best competition results from the previous season for every World Cup event.

3. All selective results from the 2023 season are devalued by 2 letters, except for World Cup events, which are devalued by 1 level from their original level.
4. Previous Superfinal (the 13th), Overall ranking will be devalued to Level 0 as soon as the Last Superfinal (14th SF) is over, and for all non-yet started 2025 selection processes.
   Previous Superfinal (the 13th), Female ranking will be devalued to Level 0 SF as soon as the Last Superfinal (14th SF) is over, and for all non-yet started 2025 selection processes
5. Results from 2022 or earlier count as X.
6. Pilots are ranked according to the two best letters gained during the 2024 season, but the best devalued letter from 2023 can replace the weakest letter from the 2024 season.
7. Letters that are declared after the registration deadline of an event will be manually reviewed. The PWCA offers the opportunity for late-declared letters to count for an event upon payment of an administration fee of €50.
8. 90 days before each event, pilots are ranked by their two letters in the selection list and, if not selected, in the waiting list (e.g., when pilots with DF are selected, pilots with DG are first in the waiting list).
9. Only registered pilots who were selected and who confirmed their participation by paying will be accepted, even if fewer than the nominal number of pilots fulfils this requirement.
10. When new places become available due to cancellations of selected pilots, the first pilots in the waiting list are selected.
11. Pilots are ranked by their first letter and then by their second letter when the first letters are equal.
12. In case of a tie, precedence is given to the pilots who have not participated in Paragliding World Cups. In case of a second tie, the precedence is given to the younger pilot.
13. The selection process can be followed on the PWCA website at https://pwca.org/events

90 days before the beginning of the event	**Selection deadline for all pilots**
	1. Confirmation of selection will be sent by Email to each pilot 90 days before each competition (or some other date due to exceptional circumstances), and the selection lists will be published on the website https://pwca.org/events 2. A selected pilot must pay his Registration fee to the World Cup Office **within 5 days**. 3. Any selected pilot not paying within 5 days will be given a reminder, and will be able to keep his place by paying the entry fee plus an administration fee of €20 **within the next 2 days**. 4. When the selected pilot has paid his Registration fees, he is considered a confirmed pilot. 5. The selection list on the PWCA website will show confirmed pilots, pilots with payment in progress, waiting list, wildcard/guest card pilots
6 days later	**Payment deadline**
	1. Pilots who have not paid their registration fee by this date are removed from the selection list. 2. The list will be filled with the best-ranked pilots on the waiting list. Those pilots have **5 days** (plus a further 2 days if they pay an administration fee of €20to send their payment to the World Cup Office. 3. If necessary, this procedure is repeated as many times as necessary until the entry list is filled.

Table 0-1Selection Process for World Cup events

A.2.1 Additional rules

1. Female pilots are selected using their results in overall rankings, not the female rankings.
2. The previous season's Superfinal, if fully valid, is selective for the current Superfinal in the same way as a fully valid World Cup event.
3. All World Cup Champions are always selected with “AA” qualification letters.
4. The current season's results are not used for selection, except Paragliding World Cup events.
5. A qualification letter upgrade due to good results during the season in World Cup events will be accepted at the pilot’s request. If the upgraded letters are higher than the highest letters in the waiting list, such pilots will be put at the beginning of the waiting list.
6. A competition can only be used once for selection. For example, when a competition is

simultaneously an Open and a national championship, a pilot can only submit the better of his two results from that competition.
7. If a pilot cannot provide a good enough competition result for selection, he cannot participate unless granted an organizer or PWCA wildcard.
8. Pilots ranking below the letter “N” get an “X”.
9. XX-ranked pilots are never selected unless they receive a wildcard, even if the event is not complete.
10. Pilots registering after the registration deadline will be placed at the end of the waiting list, but before pilots with qualification letter “X”. The PWCA offers the opportunity for a late-registered pilot to recover their place according to their qualification letters upon payment of an administration fee of €50.
11. In the case of late registration **and** late results declaration, only a single fee of €50 will be charged to recover the pilot's place and to allow the results to be used.
12. If a pilot was injured or was otherwise unable to compete in the previous year and submits appropriate documentation to the World Cup Office, the World Cup Committee may consider the season's results before the one where the injury occurred. If the pilot was out of action for two seasons, then any results so used will be devalued by one letter. If the pilot was out of action for over two seasons, then previous results cannot be used.
13. The PWCA Committee grants PWCA Wildcards for the following reasons:
    a. In recognition of outstanding service to the PWCA,
    b. If the applicant is acknowledged as a paragliding “Hero”,
    c. In the case of exceptional circumstances.

A.2.2 World Cup Selective Events

1. The following events are World Class events:
    a. All World Cup events
2. The following events are World Cup Class 1 events:
    a. National championships (national ranking)
    b. National leagues
    c. Open national championships (open ranking)
    d. Other international Open competitions (CIVL), as per World Cup Committee discretion
    e. Pre-World Cup events
    f. Asian Tour events
3. All PWCA Class 1 events must be announced on the PWCA calendar, see https://pwca.org/events
4. Dates, information, and results must be sent **as soon as possible** to pwca@pwca.org.
5. Each nation can submit two rankings, usually the championship and the league. This guarantees that all competition pilots from all active paragliding countries in the World can have at least two qualification letters.
6. The previous season’s league and championship results must be submitted by the organisers to the World Cup Office for pilot selection.
7. The PWCA may not accept events not advertised in advance on the PWCA calendar, or events for which the results are not submitted to the PWCA office in time.
8. The PWCA does not accept events that restrict access to CCC gliders, such as serial-class or sports-class events.
9. The PWCA Committee reserves the right to devalue, replace, or not use a ranking that does not allow a fair comparison between different pilots.
10. All selective events, excluding leagues, with less than 1350 points for the overall winner, after discards, will be devalued by one level, and those with less than 825 points will be devalued by two levels (see 0 A.2.3 Nation Levels).
11. All selective events using TBS with 1 task or less than 3 hours winner’s time will be devalued 1 level, and with 1 task and less than 2 hours winner’s time will be devalued two levels (see 0 A.2.3 Nation Levels).
12. Pre-World Cup events are level 3 but are devalued by one level if fewer than 50 pilots are present, and by a further level if fewer than 30 pilots are present, as well as any devaluation due to the winner’s points.
13. If a national championship could not take place, the World Cup Office will take into account the results of the previous year’s championship, devalued by one level (see 0 A.2.3 Nation Levels).
14. The overall open results are considered for all foreign pilots for open national championships. The national ranking is considered for all pilots of the hosting nation.

15. When a national championship consists of several open competitions flown in foreign countries, and with at least 10% foreign pilots, open results of individual events or the overall championship results, whichever are better, are considered for the foreign pilots.
16. When an open competition includes several national championships, the level of this Open for foreign pilots is the one of the best-classed country. Only the pilots from that country are considered for National pilots, and their country level is used instead of the Open level. Pilots will receive the best letter gained by considering their Open or National results; the pilot may not use both the Open and National results.
    Example: Nordic Open: Norway (4) + Sweden (5) + Denmark (5) + Finland (6) = Level 4 for foreign pilots.
17. In case of multiple national championships or league results from a single country (e.g., Japan), the PWCA Committee will decide the level for these results.
18. If a country does not organize a national championship, the PWCA Committee can select a major Open event as a replacement.

A.2.3 Nation Levels

1. To compare national results from all over the World, countries are ranked from level 1 to level 7.
2. Level 1 is the highest. Countries without any results are ranked level 7, and countries cannot be devalued to be worse than level 7.
3. The nation level table is calculated using the sum of rankings of the best three pilots of each country who have scored during the previous season in any World Cup event, and the sum of rankings of the best three pilots in the last FAI World Championship.
4. When a nation does not have three pilots ranked, the gaps are filled with the number of competitors in the competition (in the case of the World Cup, the number of competitors in the biggest event) plus 1.
5. The nation score is computed with a factor of 2 for World Cup results and 1 for FAI results, about the maximum possible rating, normalised to 1000 points.
6. The nation scores of nations with fewer pilots at the FAI World Championship than in the PWC events of that season are lowered by 50 points for each pilot.
   Example: Three pilots count for Andorra in the PWC, but only one pilot from Andorra competed in the FAI World Championship. Therefore, Andorra's nation score is lowered by 100 points.
7. The nation rating is updated every year at the end of the season.
8. The points required for each level are given in Table 0-1.

Level	Points from	Points to
1	0	10
2	11	90
3	91	250
4	251	390
5	391	560
6	561	750
7	751	1000

Table 0-1Points required for Levels

9. The 2024 nation rating table, valid for the 2025 season, is

COUNTRY	PWCA	WC	SUM	NORMALIZED
FRA	3	6	12	9
GBR	7	30	44	34
GER	24	29	77	60
ITA	24	41	89	70
SUI	11	89	111	87
BRA	34	98	166	130
POL	27	132	186	146
CZE	61	99	221	173
USA	5	218	228	179
AUT	44	153	241	189
MKD	86	92	264	207
ESP	39	203	281	220
AUS	55	191	301	236
BEL	82	153	317	248
ROU	58	240	356	279
JPN	85	189	359	281
HUN	26	315	367	288
NOR	126	175	427	335
IND	16	401	433	339
CHN	93	287	473	371
NZL	103	268	474	371
KOR	134	211	479	375
COL	147	193	487	382
MEX	110	324	544	426
TUR	81	447	609	477
KAZ	46	537	629	493
SLO	305	45	655	513
SWE	212	250	674	528
IRI	145	417	707	554
SRB	265	226	756	592
POR	289	218	796	624
UKR	220	357	797	625
SGP	149	537	835	654
HKG	201	434	836	655
GRE	285	322	892	699
ISR	190	537	917	719
NED	294	332	920	721
TPE	205	537	947	742
IRL	314	381	1009	791
LTU	318	384	1020	799
VEN	315	393	1023	802
PHI	331	383	1045	819
KOS	258	537	1053	825
IVB	261	537	1059	830
SVK	295	474	1064	834
MDA	266	537	1069	838
FIN	323	424	1070	839
CRO	269	537	1075	842
DEN	327	431	1085	850
LUX	303	482	1088	853
ECU	279	537	1095	858
EST	312	488	1112	871
BUL	367	379	1113	872
PER	298	537	1133	888
ARM	301	537	1139	893
ISL	305	537	1147	899
CAN	308	537	1153	904
ARG	329	537	1195	937
CHI	387	424	1198	939
BIH	387	483	1257	985
VIE	387	496	1270	995
CUB	387	500	1274	998
RSA	387	502	1276	1000

Table A-3: Nation Levels

A.2.4 Qualification Letter Table

The Qualification Letter Table shows the letter of achievement for each ranking based on the competition's level. It is given in Table 0-1.

Ranking	1	2	3	4-5	6-7	8-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91-100	100-110
Last Superfinal	A	A	A	A	A	A	B	B	C	C	D	E	F	G	H	I	J	K	L	M	N
Last Female SF	A	B	C	D	E	F	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
0	A	A	A	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X
0 Female previous SF	A	B	C	E	F	G	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
1	A	A	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X
2	A	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X
3	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X	X
4	A	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X	X	X
5	B	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X	X	X	X
6	C	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X	X	X	X	X
7	D	E	F	G	H	I	J	K	L	M	N	X	X	X	X	X	X	X	X	X	X

Table 0-1 Qualification Letter Table

A.3 Selection Process for the Superfinal

1. The immediate selection will be published at the end of each World Cup event.
2. The waiting list will be published on a date still to be determined.
3. The selection process starts on a date that will be announced.
4. Selected pilots must pay their entry fee to the World Cup Office **within 7 days**.
5. Any selected pilot not paying within 7 days will be given a reminder, and will be able to keep their place by paying the entry fee plus an administration fee of €20 **within the next 2 days**.

A.3.1 Selection

1. The 100 best pilots of the year are selected for the Superfinal.
2. The 10 best female pilots, as a minimum, are selected for the Superfinal.
3. Additional pilots, such as the Paragliding Legends (as defined by the PWCA Competition Rules), are also invited.
4. The selection is based on each pilot's best result in the season's World Cup events and the previous year's Superfinal (Immediate Selection).
5. The overall winner of any fully valid task from the season or previous Superfinal will be immediately selected.
6. Pre-World Cup winners are selected based on the Overall results, but only if the competition has not been devalued.
7. Current Season Asian Tour Overall Podium and Female winner are selected, based on the Overall results if the event is fully valid. In case of devaluation,only the overall and female winners will be selected.

A.3.1.1 Immediate Selection

1. For each World Cup event and for the previous year's Superfinal, the top-ranking pilots have guaranteed Superfinal selection.
2. For each World Cup event and for the previous year's Superfinal, the top-ranking female pilots have guaranteed Superfinal selection.
3. The number of top-ranked pilots being selected per event depends on the competition's Flying Quality, and is given in Table .
4. An event's Flying Quality is determined by adding up the Day Quality for all tasks flown in that competition.

Flying Quality	Overall top	Female top
FQ < 0.7	0	0
0.7 ≤ FQ < 1.5	5	1
1.5 ≤ FQ < 2.0	10	2
FQ ≥ 2.0	15	3

Table 0-1: Immediate Selection

A.3.1.2 Waiting List

1. If the pilots selected through Immediate Selection do not fill the Superfinal, or in case of selected pilots not being able to participate, a Waiting List is created and used to select further pilots using the 7 day cycle as described in 0.
2. The Superfinal Waiting List is organized in pilot blocks.
3. Each block contains the next-ranked pilots for all World Cup events:
    a. 0 pilots for events with Flying Quality below 0.7
    b. 1 pilot for events with Flying Quality between 0.7 and 1.49
    c. 2 pilots for events with Flying Quality between 1.5 and 1.99
    d. 3 pilots for events with Flying Quality above 2.0
4. Each female block contains the next-ranked female pilots for all World Cup:
    a. 0 pilots for events with Flying Quality below 0.7
    b. 1 pilot if the block number is a multiple of 3, plus 1 for events with Flying Quality between 0.7 and 1.49
    c. 1 pilot if the block number is not a multiple of 3 for events with Flying Quality between 1.5 and 1.99
    d. 1 pilot for events with Flying Quality above 2.0
5. Pilots who are already selected are not listed in a block. Their spot in that block is **not** filled with lower-ranked pilots. The size of each block may therefore vary.
6. Any cancellation is final. Reintroduction into the selection list will be possible upon payment of a reintroduction fee of €50. If a pilot has been partially refunded, he will be charged the remaining part of his entry fee + reintroduction fee.

Appendix B: Rescue Actions in Competitions

B.1 General

1. All pilots must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!"
2. A pilot witnessing any accident must inform the organizer as soon as possible of the safety frequency.
3. When reporting an accident, the following details should be given as accurately as possible:
    a. pilot number of pilots reporting the accident
    b. nature and location of the accident
    c. , position of the victim (if possible, GPS coordinates in WGS84/UTM)
    d. description of glider(s) involved in the accident
4. A pilot assisting an injured pilot will be granted compensation in scoring.

B.2 The Objective

1. To propose to the pilots a list of things to do when assisting a pilot.
2. To propose to the organizer an idea for a procedure for the rescue service.
3. To encourage pilots to be responsible when an accident occurs. An overzealous response to generate extra points as compensation should be avoided.
4. This list can be used by the organizer and/or the jury to attribute compensation points to the pilots who assisted.

B.3 Organization Duties

1. To provide a radio infrastructure that covers the whole course.
2. To make clear & precise decisions with the injured pilot and/or with the pilot who is assisting.
3. If possible, put the rescue team in touch with the accident area.
4. Transmit all information to the rescue team (general state of the injured, location, etc)
5. Cancel the rescue action (if needed) if persons or organizations outside of the competition require it.

B.4 Rescue Procedure

If possible, an injured or rescuing pilot must:

1. Contact the organization or a pilot in the air by phone or radio.
2. Give his geographical position, altitude, GPS co-ordinates (UTM/WGS84), glider colour, name, pilot number, and general condition.
3. Estimate the required general help (e.g., rescue action by helicopter or land).
4. Stay in contact with the organization and follow their instructions.

B.5 Pilot‘s Obligations

Pilots should follow the principle Alert – Protect – Rescue.

B.5.1 Alert

1. Before landing, the rescuing pilots should look for some landmarks and record the altitude and the GPS coordinates to facilitate the location of the accident zone.
2. First contact with the organization should be from the air, by radio or mobile phone, since reception will most likely be better than once on the ground.
   Example for an alert message: “This is pilot 911, I am a witness to an accident 5 kilometers before the third turnpoint, B07. It is a yellow glider; he threw his reserve and is now hanging in a tree. I could land close to him. What should I do?”
3. If possible, either from the air or once landed and close to the pilot, transfer the following additional information:
    a. Name and number of the rescued pilot
    b. General state of the rescued pilot: Can he speak and move?
4. Wait for the organization's decision and then:
    a. Land nearby.
    b. Or stay in the air, close to the accident, to help the rescue team find the injured pilot.
    c. Or go on with the task.
5. If radio contact with the organization cannot be established, the accident witness should contact other pilots nearby, and ask them to relay his information to the organization.

6. In cases where no other pilots are nearby and can be of any assistance, the witnessing pilot must judge according to the area, the impact, the presumed state of the pilot, if it is better land near him or next to a telephone.
7. Further information to give to the organization on reaching the injured pilot
    a. Accessibility of the injured: distance to the closest road, trees, slope, cliffs, etc.
    b. State of the injured pilot: conscious / unconscious; pulse, breathing; mobility; fractures (open?); internal / external bleeding

B.5.2 Protect

Pilots witnessing an accident should take extra precautions to stay safe themselves, by avoiding turbulent areas and being very careful in picking a suitable landing spot nearby the accident scene.

B.5.3 Rescue

1. Approaching an injured pilot should happen as calmly as possible, from the side or below if possible, to avoid falling stones.
2. Once the injured is discovered by the rescue services, the rescuer should prepare the accident zone for a helicopter landing by folding up and securely packing away all gliders and reserve parachutes.
3. Protecting an injured pilot:
    a. Do not move him.
    b. Cover him with a safety blanket or a paraglider.
    c. Speak to him even if he is unconscious.
    d. Find out if his vital functions (pulse, breathing) are efficient and do not intervene if you are not competent.

Appendix C: PWCA Scoring Formula

The following text describes the scoring formula used in PWC events. It is generally referred to as the "PWC 2023" formula.

C.1 General

The PWC 2023 scoring formula is based on GAP 2002, as used by CIVL and in most competitions run world-wide, but with some important modifications:

1. Arrival Points are not used, as it is not considered safe to reward pilots for their ranking in crossing the End of Speed Section.
2. The Points Allocation is done with different factors, whilst preserving the general principle.
3. The Leading Points calculation is altered so that leading out early in the task gives more Leading Points compared to GAP 2002.
4. The Launch Validity calculation is altered so that if a small number of pilots do not take off, Day Quality will still be 1.
5. The handling of stopped tasks, especially the calculation of the Day Quality in a stopped task, is done differently.

The details of these changes are given below in their respective sections.
What is kept in PWC 2023 is GAP's general idea:

1. For every event, a set of scoring parameters is defined, to reflect the expected kind of tasks to be flown during the event.
2. For every task, based on the scoring parameters and the pilots' actual performance, a Day Quality is calculated. This factor defines the maximum number of points awarded in that task.
3. Points are awarded to a pilot in three categories: Distance Points, Speed Points and Leading Points. A pilot's task score is calculated by adding up these three values.

C.2 Terminology

The following terms are used in PWC 2023:
Take-off: Place where pilots take off for the task.
Speed Section: A timed section of the task where Speed Points are awarded. The pilots that complete the speed section fastest receive the most Speed Points.
Start of Speed Section (SSS): The cylinder/line/point where timing of the task starts.
Race Start: The time when pilots are allowed to cross SSS and begin flying the Speed Section. In a Race to Goal task, this is also the Start Time for all pilots.
End of Speed Section (ESS): The cylinder/line/point where timing of the task stops.
Goal: The finish line or cylinder defining the task's end. Can be identical to ESS, but is often chosen as a line or a smaller cylinder inside a bigger ESS cylinder for safety reasons.
Start Time: Time when a pilot starts flying the SSS.
Start Gate: A timing reference for SSS. Depending on the chosen task format, multiple Start Gates can be available, offering pilots a choice of different Race Start times.
Turnpoint (TP): A Turnpoint is a geographical point, defined by coordinates and altitude above mean sea level.
Cylinder: A Cylinder is defined by a Turnpoint at its center, and the cylinder's radius.
Task Distance: The shortest possible distance a pilot has to fly to finish the task. This means he has to fly to the boundary of each Cylinder, not the Turnpoints at the cylinders' centres.
Speed Section Distance: The shortest possible distance a pilot has to fly from the SSS to the ESS. As with Task Distance, he has to fly to the boundary of each Cylinder, not the Turnpoints at the cylinders' centres.
Window Open Time: The time frame when pilots are allowed to take off.
Task Deadline: The time until which pilots' flights are being scored. All distance covered after this time will not be counted for scoring.

C.3 Scoring Parameters

Before the first task, these scoring parameters must be defined by the Meet Director, after consulting with the Technical Delegate:

1. Nominal Launch
2. Nominal Distance
3. Minimum Distance
4. Nominal Goal
5. Nominal Time

The values set for these parameters define how each task's Day Quality, its validity, is calculated. They should therefore be chosen very carefully, considering the realistic potential of the flying site. Setting the values too low will prevent the formula from distinguishing between demanding, high-quality tasks and quick, easy, low-quality tasks (which are sometimes the only option due to weather conditions).

C.3.1 Nominal Launch

When pilots do not take off for safety reasons (difficult launch conditions, bad conditions in the air), this will reduce the Launch Validity (see section 0). Nominal Launch defines a threshold of a number of pilots that do not fly that do not affect Launch Validity.

C.3.2 Nominal Distance

Tasks shorter than Nominal Distance will be devalued in many cases. Tasks longer than Nominal Distance will usually not be devalued, as long as the pilots fly most of the distance.
Nominal Distance should be set to the expected "normal" task distance for the competition site.

C.3.3 Minimum Distance

The minimum distance awarded to every pilot who takes off. It is the distance below which it is pointless to measure a pilot's performance. This distance should be at least one tenth of Nominal Distance.
The Minimum Distance parameter is set so that pilots who are about to "bomb out" will not be tempted to fly into the next field to get past a group of pilots.

C.3.4 Nominal Goal

The percentage of pilots the Meet Director would wish to have in goal in a well-chosen task. This is typically 50 to 75%. This parameter has a very marginal effect on Distance Validity (see section 0).

C.3.5 Nominal Time

Nominal Time indicates the expected task duration, the amount of time required to fly the Speed Section. If the fastest pilot's time is below Nominal Time, the task will be devalued. There is no devaluation if the fastest pilot's time is above Nominal Time.
Nominal Time should be set to the expected "normal" task duration for the competition site, and Nominal Distance / Nominal Time should be a bit higher than typical average speeds for the area.

C.4 Day Quality

The Day Quality varies between 0 and 1 and measures how suitable a competition day is to evaluate pilots' skills. It is obtained by multiplying the four validity coefficients: Launch Validity, Distance Validity, Time Validity and Stop Validity.

$$DayQuality = LaunchValidity * DistanceValidity * TimeValidity * StopValidity$$

C.4.1 Launch Validity

Launch Validity depends on the percentage of pilots actually present at take-off who launched. If everybody on take-off launches, Launch Validity is 1, while if only 20% of the pilots present at take-off launch, Launch Validity goes down to about 0.1.
The reasoning behind launch validity: Launch conditions may be dangerous, or otherwise unfavourable. If a significant number of pilots at launch think that the day is not worth the risk of launching, then the gung-ho pilots who did go will not get so many points. This is a safety mechanism.
'Pilots Present' are pilots arriving on take-off, with their gear, with the intention of flying. For scoring purposes, 'Pilots Present' are all pilots not in the 'Absent' status (ABS): Pilots who took off, plus pilots present who did not fly (DNF). DNFs need to be attributed carefully. A pilot who does not launch due to illness, for instance, is not a DNF, but an ABS.

$$LVR = \min(1, \frac{NumberOfPilotsFlying + NominalLaunch}{NumberOfPilotsPresent})$$

$$LaunchValidity = 0.028 * LVR + 2.917 * LVR^2 - 1.944 * LVR^3$$

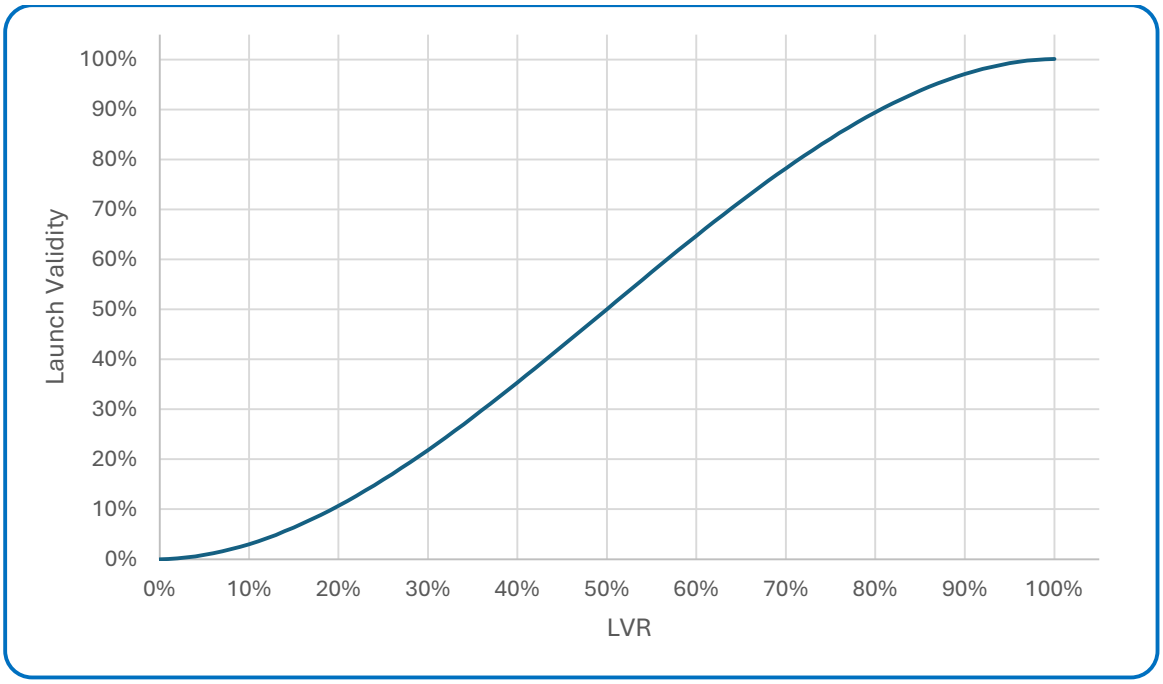

Figure 0-1: Launch Validity Curve

C.4.2 Distance Validity

Distance Validity depends on Nominal Distance, the longest distance flown and the sum of flown distances of all pilots who flew further than Minimum Distance. If the task distance is quite short in relation to Nominal Distance, the day is probably not a good measure of pilot skill because there would not be many decisions to make.
Suppose a task is longer than Nominal Distance. In that case, the day will not be devalued because of Distance Validity, even if the Nominal Goal parameter value is not achieved, as long as a fair percentage of pilots fly a good distance. This sounds like a vague statement, but the task setter should try to set tasks that are reasonable for the day and achievable. If everyone lands in goal, you must ask if this was a valid test of skill - it probably was if the fastest time and the distance flown were reasonably long. If everyone lands short of goal, was it an unsuitable task but still a good test of pilot skill? You also can have the case where a task that is shorter than Nominal Distance, has a Distance Validity of almost 1. This will happen when a large percentage of the pilots fly a large percentage of the course but, in this case, you still have a practical devaluation because there will be little spreading between pilots' scores.

$$DVR = \frac{SumOfFlownDistancesOverMinDist}{\frac{NumPilotsFlying}{2} * ((NomGoal + 1) * (NomDist - MinDist)) * (NomGoal * (BestDist - NomDist))}$$

$$DistanceValidity = \min(1, DVR)$$

C.4.3 Time Validity

Time Validity depends on the fastest time to complete the Speed Section, in relation to Nominal Time. If the quickest time to complete the Speed Section is longer than Nominal Time, then Time Validity is always equal to 1.
If the fastest time is relatively short, the day is probably not a good measure of pilot skill because there would not be many decisions to make, and, because of this, luck can distort scores as there will be little possibility to recover any accidental loss of time.
If no pilot finishes the Speed Section, then Time Validity is not based on time but on distance: The distance of the pilot who flies the furthest in relation to Nominal Distance is then used to calculate the Time Validity, the same way as if it were the time.

If one pilot reached ESS: $TVR = \min(1, \frac{BestTime}{NominalTime})$

$$TVR = \min(1, \frac{BestDistance}{NominalDistance})$$

$$TimeValidity = \max(0, \min(1, -0.271 + 2.912 * TVR - 2.098 * TVR^2 + 0.457 * TVR^3))$$

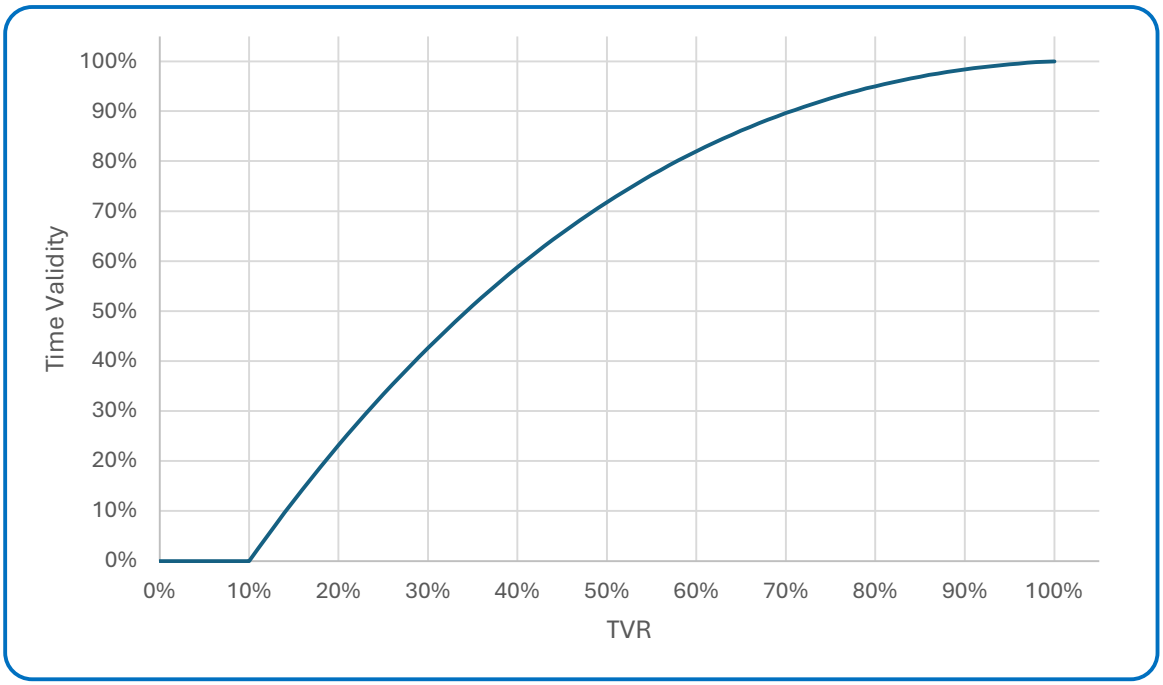

Figure 0-1Time Validity Curve

C.5 Points Allocation

The available points for each task (1000*Day Quality) are distributed between Distance points, Time points, and Leading points. The distribution depends on the percentage of pilots who reached the goal before the deadline for scoring Time Points, compared to those who launched. It is expressed in terms of weight factors for each of the three point categories: Distance weight, Time weight, and Leading weight. Weight factors are always between 0 and 1. A weight factor of 0.5 for Distance, for example, means that 50% of the day's available overall points (1000* Day Quality) are available for Distance Points.

If nobody reaches the goal, then a maximum of 900 points are available for Distance and 100 points for Leading and, of course, no points for Time (Speed).

$$GoalRatio = \frac{NumberOfPilotsHavingTimePoints}{NumberOfPilotsFlying}$$

$$DistanceWeight = 0.9 - 1.67 * GoalRatio + 1.71 * GoalRatio^2 - 0.59 * GoalRatio^3$$

$$\text{LeadingWeight} = \frac{1 - DistanceWeight}{GoalRatio = 0 ? 1 : 3.8}$$

$$AvailableDistancePoints = 1000 * DistanceWeight$$

$$AvailableLeadingPoints = 1000 * LeadingWeight$$

$$AvailableTimePoints = 1000 - AvailableDistancePoints - AvailableLeadingPoints$$

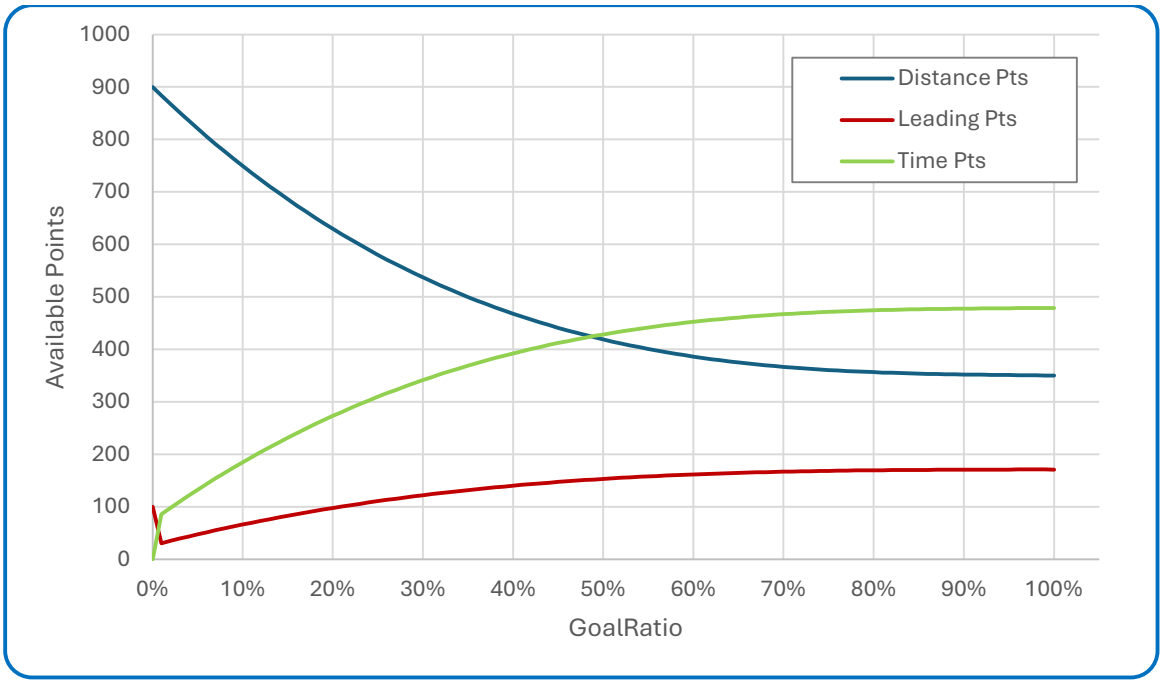

Figure 0-1: Points Allocation Curves

C.6 Pilot Score

Each pilot's score is the sum of that pilot's Distance, Time, and Leading Points.

$\forall p : p \in PilotsLaunched : TotalScore_p = DistancePoints_p + TimePoints_p + LeadingPoints_p$

C.6.1 Distance Points

The distance considered for each pilot to calculate Distance Points is that pilot's best distance along the course line until the pilot landed or the Task Deadline was reached, whichever comes first. In the case of a stopped task, this distance may be increased by an Altitude Bonus (see 0). The available Distance points are assigned to each pilot linearly, based on the pilot's distance flown in relation to the best distance flown in the task.

$$DistancePoints_p = \frac{Distance_p}{BestDistance} * AvailableDistancePoints$$

C.6.2 Time Points

The Time Points can be looked at as Speed Points. Time Points are assigned to the pilot as a function of Best Time and Pilot Time – the time the pilot took to complete the Speed Section. Slow pilots will get zero points for speed if their time to complete the Speed Section is equal to or longer than Fastest Time plus the square root of Fastest Time. All times are measured in hours.

$$SpeedFraction_p = \max(0, 1 - \sqrt[6]{\frac{(Time_p - BestTime)^5}{\sqrt{BestTime}}})$$

$$TimePoints_p = SpeedFraction_p * AvailableTimePoints$$

C.6.2.1 Examples

For three examples of Time Point distributions for tasks with different best times, see Figure 0-1 and Table 2.

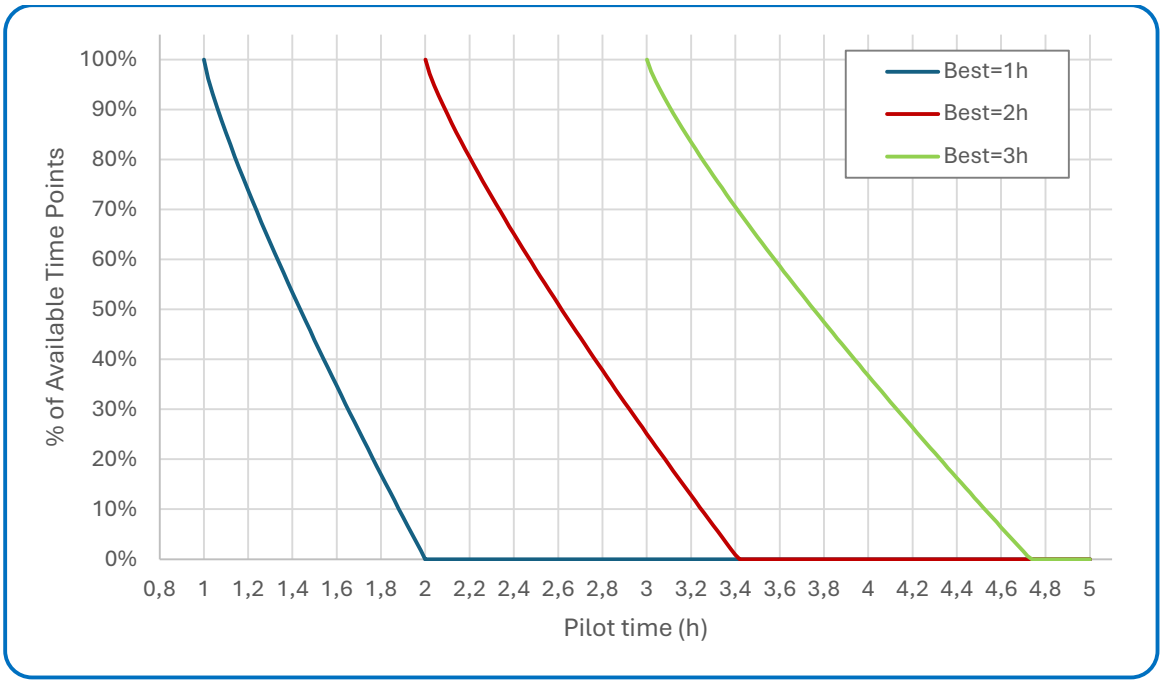

Figure 0-1Sample Time Points

Fastest Time	80% Time Points time	50% Time Points time	0 Time Points time
1:00	01:08:42	01:26:07	02:00:00
2:00	02:12:18	02:36:56	03:24:51
3:00	03:15:04	03:45:14	04:43:55

Table 2Sample Time Point Distribution (all times in hours: minutes: seconds)

C.6.3 Leading Points

Leading Points are awarded to encourage pilots to start early and reward the risk of flying in the leading group. Pilots will get Leading Points even if they landed before the goal or the End of the Speed Section.

$$LC_{\min} = \min(\forall p : p \in PilotsFlown : LC_p)$$

$$LeadingFactor_p = \max(0,1 - \sqrt[3]{\frac{(LC_p - LC_{\min})^2}{\sqrt{LC_{\min}}}})$$

$$LeadingPoints_p = LeadingFactor_p * AvailableLeadingPoints$$

To get an impression of the way Leading Points are awarded depending on a task's minimal Leading Coefficient, see Figure 0-1.

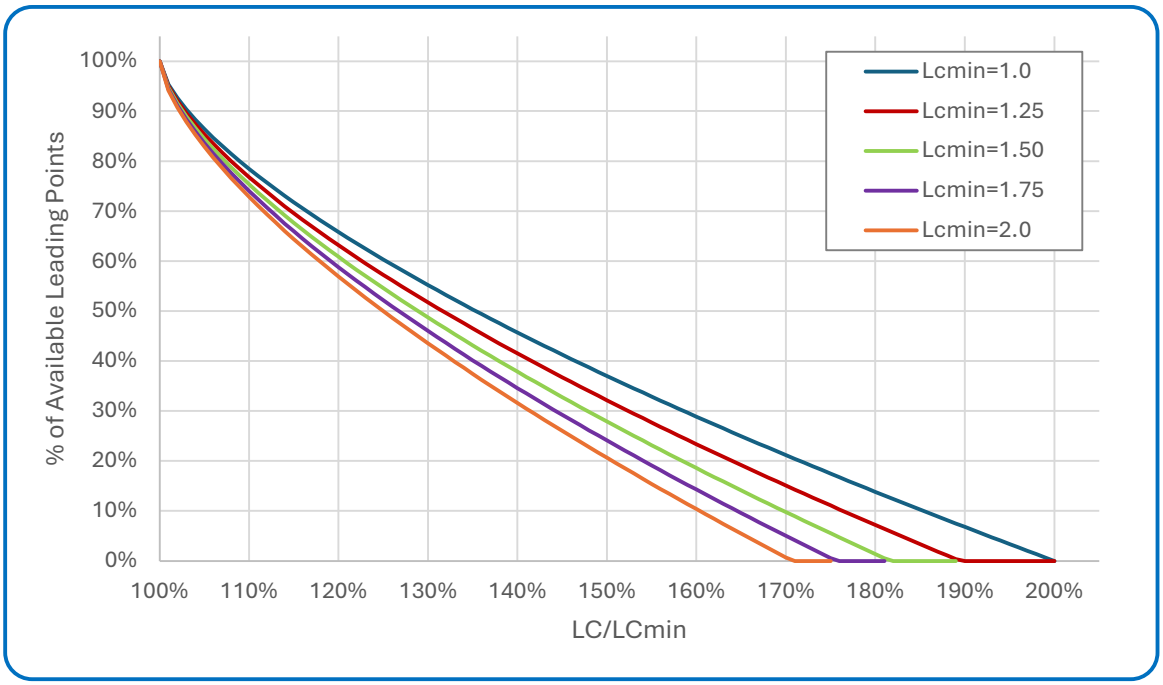

Figure 0-1Leading Points for various LC_{min}

C.6.3.1 Leading Coefficient (LC)

Each started pilot's track log is used to calculate the Leading Coefficient (LC) by calculating the area underneath a graph defined by each track point's time and the distance to ESS at that time. The times used for this calculation are given in seconds from the first start gate, to the time when the last pilot reached ESS. The calculation continues for pilots who land out after the last pilot has reached ESS until they land. The distances used for the LC calculation are given in Kilometres and are the distance from each point's position to ESS, starting from SSS, but never more than Speed Section distance or any previously reached distance. This means that the graph never "goes back": even if the pilot flies away from the goal for a while, the corresponding points in the graph will use the previously reached best distance towards ESS. The Speed Section distance (length) is defined as the length of the shortest possible route from SSS to ESS.
The weighting function, according to distance from ESS, gives no leading points at the start, rises rapidly afterwards to give a flat section after about 20% of the speed section, and, finally, gives a fairly linear function of distance from ESS after about 60% of the speed section. The weighting function is not itself used directly; only its integral is used, which gives a more accurate calculation of the Missing Area for pilots that land short of ESS.

$$LC_p = \frac{\text{leadingArea} + \text{missingArea}}{1800 * LengthOfSpeedSection}$$

$$\text{leadingArea} = \sum_{i:tp_i \in TrackPointsInSS_p} distanceSlice * taskTime(tp_i) * \int_{minToESS(tp_{i-1})}^{minToESS(tp_i)} weight(tp)$$

$$\text{missingArea} = distanceSlice * maxTime * \int_{minToESS(tp_{max})}^{0} weight(tp)$$

$$weight(tp) = \left(1 - 10^{9*todo(tp)-9}\right)^5 * \left(1 - 10^{-3*todo(tp)}\right)^2$$

$$todo(tp) = \frac{MinToESS(tp)}{LengthOfSpeedSection}$$

$$minToESS(tp_0) = LengthOfSpeedSection$$

$$minToESS(tp_i) = min\left(minToESS(tp_{i-1}), distToESS(tp_i)\right)$$

$$taskTime(tp) = \min(time(tp), TaskDeadline)$$

$$\text{maxTime} = \min(max(lastLanding_{PilotLandedOut}, ESSTime_{LastPilot}), TaskDeadline)$$

where distanceSlice is the slice used to calculate the weight integral

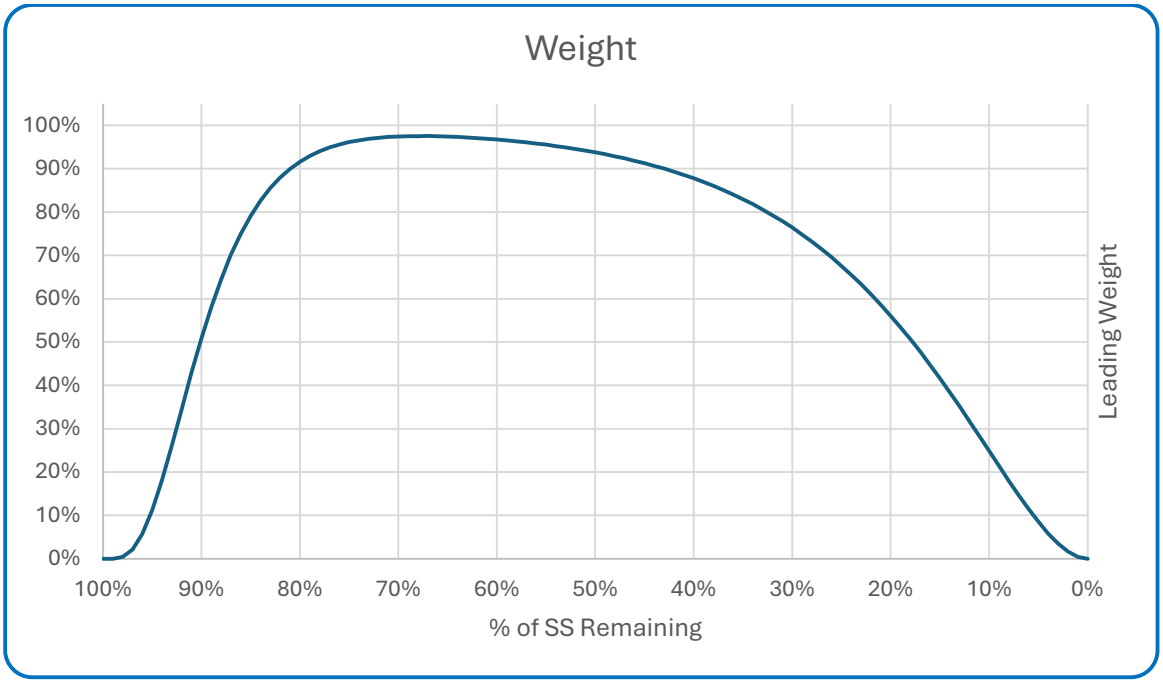

Figure 0-1: Leading Points Weighting Curve

C.6.3.2 Example

The following example is taken from CIVL's "The GAP Scoring formula explained"[1]. In PWC 2023, the "Speedsection distance" is non-linear, according to the Leading Points Weighting Curve:

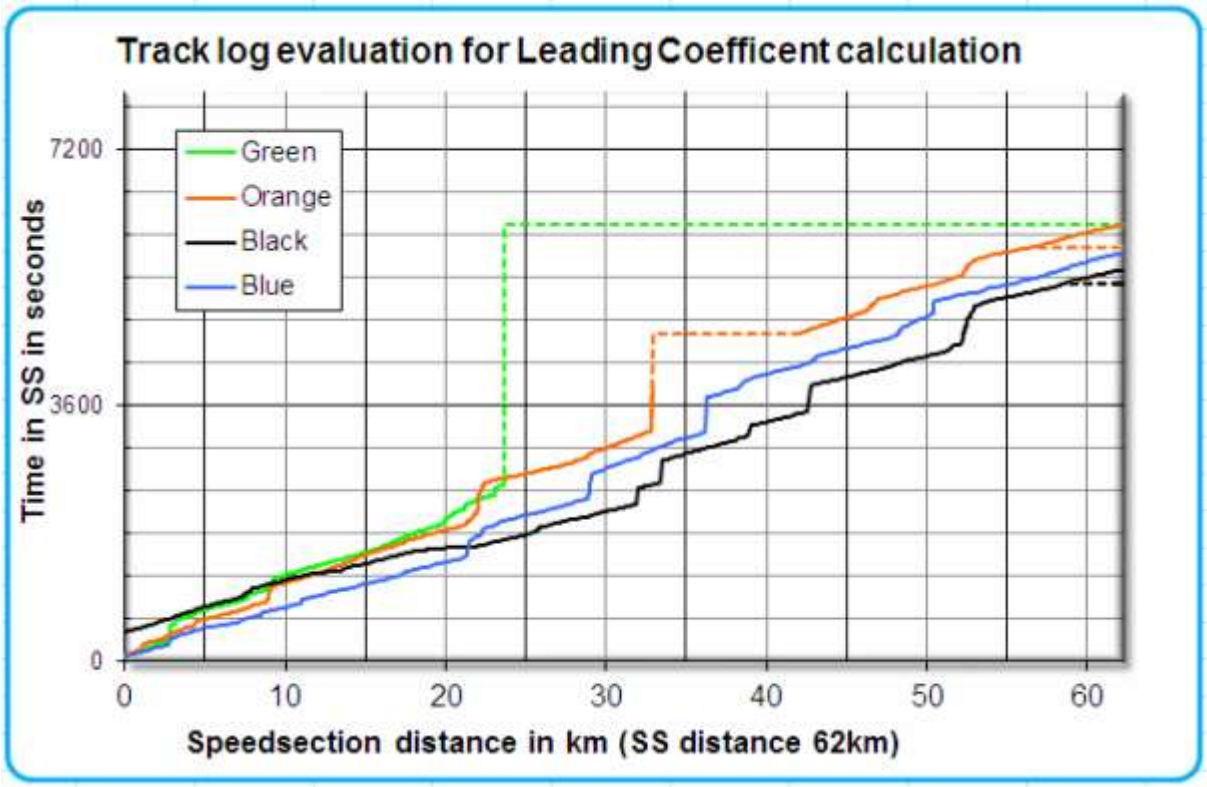

Figure 0-7: Sample Track Log Graphs

[1] CIVL: "The GAP Scoring formula explained, For GAP version 2008", "GapGuide-2011-v1.pdf"

Blue was the first to enter the Speed Section, but Black was the first pilot to cross the End of Speed Section. Green started at the same time as Blue, but landed short, after about 23km and just over 40 minutes of flight inside the Speed Section.
Black was fastest, therefore will get the most Time points, but he started late, probably had pilots out front to show the way during the first 22km, but was leading after that.
If a pilot lands along the course (Green), or if his track log is interrupted (Orange), his track log is completed as shown by the dotted lines: Missing parts are calculated as if the dotted line was the actual track log, so LC becomes bigger, lowering the Leading Points for that pilot, compared to a track where that part is not missing. A pilot landing just short of the goal will be less penalized and could even get full Leading Points if he led for a long while.
The pilot who used best the earliest part of the day (i.e., Black, who has the smallest area below the track log graph) gets all the available Leading points, while the others get their points according to the same formula used for the Time points for the same reasons. If the task in the example is entirely valid, and 30% of pilots reached goal, then Black will get all of the available 81 Leading points and full Time points, as he was fastest; Blue gets 45 points because he started early but was slower; Orange receives only 18 Leading points as he was slow and had a gap in his track log; Green gets 0 points even though he started early, because he was the slowest and landed relatively short.

C.7 Stopped Tasks

The Task Stop Time is 5 minutes before the task stop announcement.
A stopped task will be scored if the winner earns at least 50.0 points.
Pilots who were in a position between the End of Speed Section and the Goal at the Task Stop Time will be scored for their complete flight, including the portion flown after the Task Stop Time.
A fixed number of points is subtracted from the time points of each pilot that makes goal in a stopped task and is added instead to the distance points allocation. This amount is the amount of time points a pilot would receive if he had reached ESS exactly at the Task Stop Time.

C.7.1 Stopped Task Validity

For stopped tasks, an additional validity value, the Stopped Task Validity, is calculated and applied to the Task Validity.

$$DayQuality_{stopped} = LaunchValidity * DistanceValidity * TimeValidity * StoppedTaskValidity$$

Stopped Task Validity is calculated taking into account the task distance, the flown distances of all pilots, the number of launched pilots and the number of pilots still flying at the time when the task was stopped.

$$NumberOfPilotsReachedESS > 0 : StoppedTaskValidity = 1$$

$$NumberOfPilotsReachedESS = 0 :$$

$$StoppedTaskValidty = \min(1, \sqrt{\frac{BestDistFlown - \text{avg}(\forall i : DistFlown_i)}{DistLaunchToESS - BestDistFlown + 1}} * \sqrt{\frac{\text{stdev}(\forall i : DistFlown_i)}{5}} + (\frac{NumPilotsLandedBeforeStopTime}{NumPilotsLaunched})^3)$$

C.7.2 Altitude Bonus

To compensate for altitude differences at or before the time when a task is stopped, a bonus distance is calculated, based on each pilot's altitude above goal, and added to the pilot's actual distance. All altitude values are GPS altitude values. This compensation is applied to the last point before stop time in the pilot's track log. Time and Leading Points calculations remain the same: they do not consider the Altitude Bonus or Stopped Distance values. This also means that pilots flying just before the goal at Task Stop Time, and whose Stopped Distance would take them into the goal, will still not receive any Time Points.

C.7.3 Time Window

Stopped Clock Start or Elapsed Time Races must be treated slightly differently from stopped Race to Goal tasks: Only the time window available to the last pilot started is considered for scoring. This means that if the last pilot started and then flew for, for example, 75 minutes until the task was stopped, all tracks are only scored for the first 75 minutes each pilot flew after taking the start.

Airspace Penalties

Airspace infringements and cloud flying are penalised according to a formula which computes a penalty in absolute points from the depth of the infringement. The formula is given below:

$$Pts_{penalty} = 1000 * \min\left(1, \frac{1 - 1.05^{dep}}{1 - 1.05^{f}}\right)$$

The formula is used with two values for f:

- f = 50: The Hard Infringement formula is used to penalise statutory airspace infringements. The penalty reaches 1000 points when depth ≥ 50m.
- f = 100: The Soft Infringement formula is used to penalise non-statutory airspace infringements and cloud flying. The penalty reaches 1000 points when depth ≥ 100m.

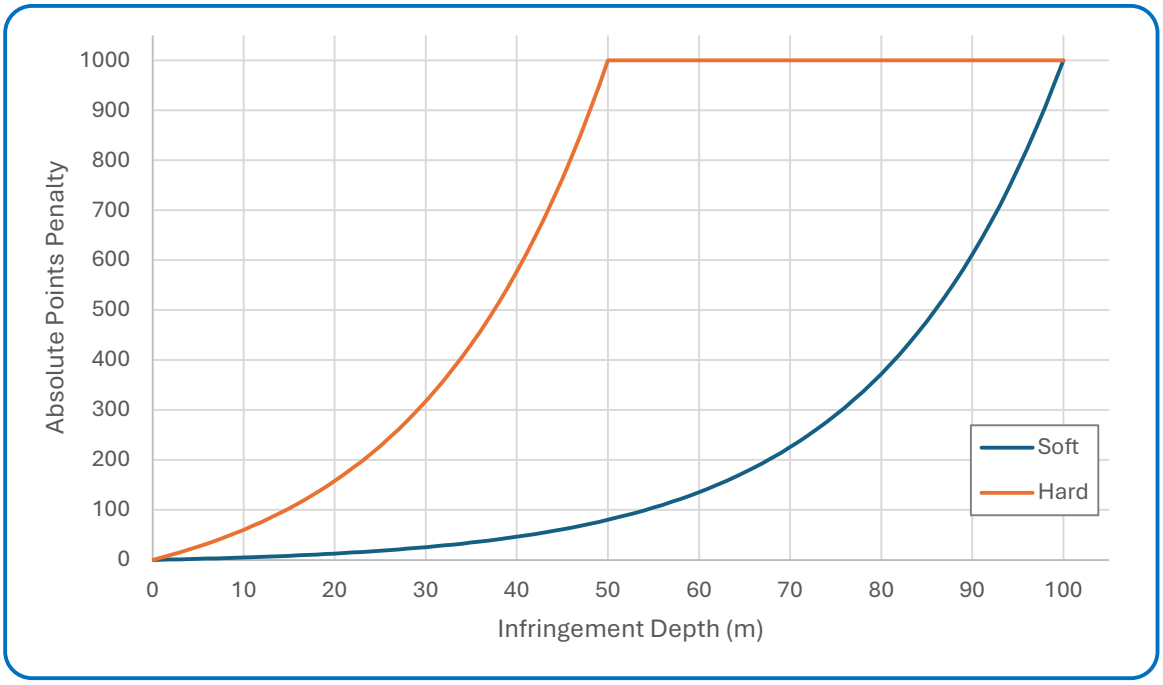

Figure 0-8: Hard and Soft Infringement Penalty Curves

Appendix D: Fixed Total Validity (FTV)

D.1 General

Fixed Total Validity is a procedure to score pilots on their best tasks, rather than all their tasks. Fixed Total Validity means the sum (total) of winners' points (validity) is set (fixed) to the same value for each competitor.

To calculate a pilot's FTV score, for all his or her flights:

1. Calculate a performance percentage for each day by dividing the pilot's day score by the winner's points.
2. Arrange all flights in descending order of performance percentage.
3. Total up the flights' raw day scores (not performance percentages) in order of performance percentage until the sum of validities for those scores reaches the pre-decided Fixed Total Validity value.
4. If the last score added takes that pilot's total validity above the Fixed Total Validity, then only a fraction of that score is used so that the pilot's total validity is equal to the Fixed Total Validity.

D.2 Example

For an example of how this works, let's look at a competition with five pilots, where five tasks were flown. The validity of those tasks, the Day Quality as calculated by the scoring software, and the winner's score are given in Table 11.

Tas	Day	Winner Score
1	0.9	950
2	1.0	1000
3	0.7	750
4	0.4	400
5	1.0	1000

Table 11: Day Qualities and winner's score

Additionally, the competition organizers decided to use FTV, with a factor of 1/3, meaning that each pilot's best 2/3 results will count towards the final ranking.

The sum of all the winners' scores in Table 11 is 4100, and 2/3 of that would be 2747. The results achieved in the five tasks are given in Table 12.

Pilot	Task	Task	Task	Task	Task
Pilot	30	30	750	250	100
Pilot	90	60	200	100	40
Pilot	50	50	500	400	50
Pilot	80	100	300	350	70
Pilot	95	80	600	200	80

Table 12: Task Results

Note that in tasks 1 and 4, the task winner received fewer points than the day's theoretical maximum (1000 * Day Quality), since it can happen that the pilot who gains the most Leading Points is not the one winning the task.

The Performance Percentage is given in Table 13. This is calculated by dividing each pilot's task score by the corresponding winner's score. So for instance, the Performance Percentage for Pilot 1 in Task 1 would be 300 / 950 = 0.316. This Performance Percentage indicates how well each pilot did in a task, in relation to the winner.

Pilot	Task	Task 2	Task 3	Task	Task 5
Pilot	0.316	0.305	1.000	0.625	1.000
Pilot	0.947	0.600	0.267	0.250	0.400
Pilot	0.526	0.500	0.667	1.000	0.500
Pilot	0.842	1.000	0.400	0.875	0.700
Pilot	1.000	0.800	0.800	0.500	0.800

Table 13: Performance Percentages

Now, for each pilot, the task results are sorted by the Performance Percentages, in descending order:

Pilot	Winner Score	Performance	Task Score
Task	1000	1.000	1000
Task	750	1.000	750
Task	400	0.625	250
Task	950	0.316	300
Task	1000	0.305	305

Table 14: Sorted Results Pilot 1

Pilot	Winner Score	Performance	Task Score
Task	950	0.947	900
Task	1000	0.600	600
Task	1000	0.400	400
Task	750	0.267	200
Task	400	0.250	100

Table 15: Sorted Results Pilot 2

Pilot	Winner Score	Performance	Task Score
Task	400	1.000	400
Task	750	0.667	500
Task	950	0.526	500
Task	1000	0.500	500
Task	1000	0.500	500

Table 16: Sorted Results Pilot 3

Pilot	Winner Score	Performance	Task Score
Task	1000	1.000	1000
Task	400	0.875	350
Task	950	0.842	800
Task	1000	0.700	700
Task	750	0.400	300

Table 17: Sorted Results Pilot 4

Pilot	Winner Score	Performance	Task Score
Task	950	1.000	950
Task	1000	0.800	800
Task	1000	0.800	800
Task	750	0.800	600
Task	400	0.500	200

Table 18: Sorted Results Pilot 5

Then we add up each pilot's scores, in the order calculated for each pilot, until the corresponding Winner Score reach the calculated Total Validity of 2747.

Pilot 1	Winner Score	Total Validity Left	Task Score	Sum

		2747		
Line 1, Task	1000	1747	1000	1000
Line 2, Task	750	997	750	1750
Line 3, Task	400	597	250	2000
Line 4, Task	950	0.0	300*(597/950) =189	**2189**

Table 19: FTV Calculation Pilot 1

Notice that in Table 19, task 1 only counts partially towards the overall result, since its Day Quality (0.98) is bigger than the remaining Total Validity (0.6). Task 2 is completely disregarded, since it was the one where pilot 1 performed the worst in relation to the day's validity.

Pilot 2	Winner Score	Total Validity Left	Task Score	Sum
		2747		
Line 1, Task	950	1797	900	900
Line 2, Task	1000	797	600	1500
Line 3, Task	1000	0.0	400*(797/1000) =	**1819**

Table 20: FTV Calculation Pilot 2

For pilot 2, only three tasks count towards the final result, since after those, all the Total Validity is used up (Table 20).

Pilot 3	Winner Score	Total Validity Left	Task Score	Sum
		2747		
Line 1, Task	400	2347	400	400
Line 2, Task	750	1597	500	900
Line 3, Task	950	647	500	1400
Line 4, Task	1000	0.0	500*(647/1000) =	**1724**

Table 21: FTV Calculation Pilot 3

Pilot 4	Winner Score	Total Validity Left	Task Score	Sum
		2747		
Line 1, Task	1000	1747	1000	1000
Line 2, Task	400	1347	350	1350
Line 3, Task	950	397	800	2150
Line 4, Task	1000	0.0	700*(397/1000) =	**2428**

Table 22: FTV Calculation Pilot 4

Pilot 5	Winner Score	Total Validity Left	Task Score	Sum
		2747		
Line 1, Task	950	1797	950	950
Line 2, Task	1000	797	800	1750
Line 3, Task	1000	0.0	800*(797/1000) =	**2388**

Table 23: FTV Calculation Pilot 5

This all then results in the competition ranking given in Table 24.

Ran	Pilot	Task 1	Task 2	Task 3	Task 4	Task 5	Total
1	Pilot 4	800	1000	~~300~~	350	(278 ~~700~~)	**2428**
2	Pilot 5	950	800	~~600~~	~~200~~	(638 ~~800~~)	**2388**
3	Pilot 1	300	~~305~~	750	(189 ~~250~~)	1000	**2189**
4	Pilot 2	900	600	~~200~~	~~100~~	(319 ~~400~~)	**1819**
5	Pilot 3	500	(324 ~~500~~)	500	400	~~500~~	**1724**

Table 24: FTV Competition Ranking

Appendix E: Glider Checking Procedure

This procedure is for a two-line glider. In the case of a three (or more) line glider, the procedure is extended in a logical fashion with similar tolerances. This is described in any case where different tolerances would be used.

In all line and riser checks, there are three possible outcomes:

1. The measurement is within the prescribed tolerance (**OK**),

2. The measurement is out of tolerance, with no advantage to the pilot (**out-of-trim**),
3. The measurement is out of tolerance with an advantage to the pilot (**cheating**).

E.1 Sail Checks

All canopy dimensions are made under a tension of 3daN. And are compared with the canopy dimensions provided by the manufacturer.

E.1.1 Span

The span is measured between the two outermost symmetrical attachment points closest to the rearmost span-wise internal band, provided that there are no stiffening elements, such as plastic, Mylar, or tension tapes, outboard of those points. If there are stiffening elements, then the span is measured to the outermost points on them that are closest to the rearmost span-wise internal band. The tolerance for the span measurement is ±2%.

E.1.2 Trailing Edge

The trailing edge is measured between the centre of the trailing edge and the point where the rib of the outermost, rearmost attachment point meets the trailing edge. The tolerance for the trailing edge measurement is ±1%.

E.1.3 Chord

The chord is measured between the trailing edge and the farthest point from it on the leading edge, held without distorting the profile. The chords to be measured are of the first rib outwards from the centre of the glider that has line attachments on it, the
furthest outwards rib of line group A2, and the furthest outwards rib carrying lines. The tolerance for the chord measurements is ±1%.

E.1.4 Inlet and Attachment Points

The distance from the trailing edge to the start and finish of the inlet and to the closest part of each tab is measured. These measurements are taken for each rib in 0. The tolerance for each of these measurements is ±10mm.

E.2 Line Checks

Line lengths are measured from the inside of the main karabiner loop to the sail beside the tab, under a tension of 5daN and are checked against design line lengths provided by the manufacturer. All lengths will be measured and compared in integer millimetres.

E.2.1 Absolute Line Length (Arc Test)

The absolute tolerance for a single line is ±50mm.
$ABS(X_{design} - X_{measured}) > 50mm$: **out-of-trim**.
Otherwise it is **OK**.

E.2.2 Relative Line Length (Angle of Attack Test)

The group average of all line lengths passing via each of the main riser lines (A1, B1, A2, B2, etc) is obtained. The differential tolerance for single pair of A and B group averages (B1-A1, B2-A2, etc.) is from -20mm to +10mm. For a result of **cheating** to be valid the differential must be symmetrical.
$B_{design} - A_{design} - B_{measured} + A_{measured} > 10mm$: **out-of-trim**.
$B_{design} - A_{design} - B_{measured} + A_{measured} < -20mm$: **cheating**.
Otherwise it is **OK**.

E.2.3 Relative Line Length (Camber Test)

This test only applies to three-line gliders and is similar to 0 except that the B and C groups are measured. The differential tolerance for single pair of B and C group averages (C1-B1, C2-B2, etc.) is from -20mm to +20mm. For a result of **cheating** to be valid the differential must be symmetrical.
$C_{design} - B_{design} - C_{measured} + B_{measured} > 20mm$: **out-of-trim**.
$C_{design} - B_{design} - C_{measured} + B_{measured} < -20mm$: **cheating**.
Otherwise it is **OK**.

E.3 Riser Checks

Riser lengths are measured from the inside of the main karabiner loop to the inside of the top maillon, in both their trim and fully accelerated state (no tension on risers, only on limiter straps), under a tension of 5daN and are checked against design riser lengths provided by the manufacturer. All lengths will be measured and compared in integer millimetres.

E.3.1 Absolute Riser Length

This test is only done in the trim setting. The tolerance for risers is ±5 mm.
ABS(R_{design} - $R_{measured}$) > 5mm: **out-of-trim**.
Otherwise, it is **OK**.

E.3.2 Relative Riser Length

The difference in length between the A and B risers is obtained from the absolute measurements of the A and B risers in both their trim and fully accelerated states. The differential tolerance for a single pair of A and B risers (B-A, B-A') is ±5mm.
ABS(B_{design} - A_{design} - $B_{measured}$ + $A_{measured}$) > 5mm: **out-of-trim**.
Otherwise, it is **OK**.

E.3.3 Speed Bar Travel

The speed bar travel is obtained from the absolute measurements of the A, A' and B risers in both their trim and fully accelerated state and is checked against the design speed bar travel, S and S'. The tolerance for speed bar travel is ±5mm. For a result of **cheating** to be valid the error must be symmetrical.
S - ($B_{accel\_measured}$ - $A_{accel\_measured}$ - $B_{trim\_measured}$ + $A_{trim\_measured}$) > 5mm: **out-of-trim**.
S - ($B_{accel\_measured}$ - $A_{accel\_measured}$ - $B_{trim\_measured}$ + $A_{trim\_measured}$) > 5mm: **cheating**.
Otherwise it is **OK**.

The full checking procedure is outlined in CCC requirements plus Annex B - Revision 3.5 approved September 8, 2014. Penalties described in this document do not apply in the Paragliding World Cup.

Paragliding World Cup Association

Competition Rules

Season 2025