

2007

HPAC/ACVL

Competition

Rulebook
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1. General

1.1. Application

The rules set forth herein shall govern all HPAC/ACVL sanctioned hang gliding and paragliding competitions. Every club, association, promoter, pilot, and all persons participating in, or in any way connected with any sanctioned meet shall be bound by these rules.

1.2. Interpretation

When necessary, interpretation of these rules shall be made by the Meet Director after discussion with the primary competition officials and protest committee.

1.3. Exceptions

Exceptions to the rules are not allowed when the rules are definite and feasible. If compliance is not feasible, the Meet Director, or at his discretion, another official(s) appointed by him shall make the necessary exceptions, and shall also inform the competitors by issuing or posting a dated, written addendum to the rules as soon as possible.

1.4. Amendments

Amendments to these rules shall derive from the HPAC/ACVL Competition Committee (CC). The Competition Rulebook shall be amended once annually, if necessary, at the yearly Annual Directors Meeting of the HPAC/ACVL. Recommendations and comments from HPAC/ACVL Directors, meet organizers, meet directors, competition pilots and others shall be used to determine whether or not amendments are necessary.

2. Sanctioning

Canadian meets are not sanctioned in advance; rather meet **results** are awarded sanctioned status after they take place if they meet the sanctioning criteria. One meet per year will be considered the Canadian Nationals, and that meet will be selected according to 2.2 below.

The role of the CC in sanctioning meets/results is to ensure that Canadian pilots have fair access to quality meets including competition with foreign competitors, as well as to provide a scheduling tool for pilots to use in their pursuit of NTSS points. That responsibility includes that dates, quality of structure, geographical accessibility, etc. are figured into the CC's final decision.

In addition, the role of the CC is to encourage the growth of the sport of free flying by sanctioning competitions that encourage pilots from all locations and with a wide range of skill levels to participate. The CC shall endeavor to build a system of sanctioned meets that allow regional pilots to gain NTSS points and thereby encourage them to participate in national level competitions.

2.1.Purpose

Meet organizers shall issue and/or publish a meet announcement in at least the following places and to the following people for Nationals (“A” Meets): HPAC Yahoo List, HPAC/ACVL Competition Chair, HPAC/ACVL website, Air Magazine and Survol (check.2.3 and the “Meet Classes” table at the end of this document for the minimum time before the meet for the meet announcement). This announcement must meet the announcement deadlines in 2.3, and include all of the following information:

- Title of the competition.
- Entry fee that includes collection of the World Team Fund Levy (\$5), collected from all competitors.
- Dates for: - the competition - registration deadline - mandatory pilots' briefing(s)
- Rain dates or other contingency plans
- Location of the competition sites and probable alternates.
- The type and distance of the tasks expected to be called (i.e. OD, O&R, triangles).
- The minimum and maximum number of rounds, and the procedure for splitting the purse or naming a winner if the minimum number of rounds does not take place.
- GPS requirements or other scoring requirements.
- For towing meets, any special towing requirements, and the procedures to match non-towing equipped pilots with towing rigs.
- The maximum number of pilots that will be allowed to enter (also see Registration below).
- Awards, prizes, etc.

2.2. Canadian Nationals Bid Process

Purpose: The Nationals provide an advanced level of competition for Canadian pilots, and select a National Champion.

- A. **Bids:** Persons wishing to hold the National competition shall submit a bid in writing to the HPAC/ACVL Board of Directors in care of the HPAC/ACVL Competition Committee Chairman.
- B. All bids for “Nationals” must be submitted by December 1 of the year prior to the Nationals, and will be awarded by January 10th of the Nationals year.
- C. All meets desiring class B status must notify the Competition Committee Chairman a minimum of 60 days before the meet. The Nationals must follow all other sanctioning requirements of the HPAC/ACVL as specified above.

2.3. Meet classes and Canadian Sanctioning/recognition

- A. There is only one “A” meet—the “Canadian National Championships” as selected from the bid process above. See 2.5 for guaranteed NTSS points. Announced a minimum of 120 days before the start of the competition.
- B. “B” meets are competitions that meet HPAC/ACVL-sanctioning requirements, AND/OR: are sanctioned by the host country’s FAI-representative organization. For example, the Race Willi or the Pemberton Whistler Championships met HPAC/ACVL sanctioning requirements, and the US Nationals are USHGA sanctioned. “B” meets also must be scored with GAP/RACE (or whatever becomes the norm for CIVL meets). Only race to goal tasks allowed. Announced a minimum of 60 days before the meet.
 - 1. Canadian “B” meets must have FAI Category 2 sanctioning.
 - 2. Meet announcement must be made to the CC and the HPAC list as a minimum 60 days before the meet.
- C. “C” meets are any meets that do not meet A or B sanctioning requirements. Examples include XC/”On-line meets” based on “best of” results, or on-line contests that have been recognized as valid for NTSS points as such by HPAC/ACVL before the start of the season. The CCC will post a list of these meets on the HPAC/ACVL Yahoo list no later than March 1st of the competition year.

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- D. All meets who want sanctioned status to be valid for NTSS points must collect the Canadian Team Fee of \$5 from every competitor in the meet. Team fee normally included in the entry fee.

2.4.Registration (Nationals)

- A. Pilot registration at a competition must be open for at least ninety (90) days before the start of the Canadian Nationals, and as outlined in 2.3 for all other meets. Application for pilot registration shall not be accepted nor accumulated on a waiting list before publication of the official announcement of the competition.
- B. For the first 15 days of registration 65% of the available places must be given to Canadian pilots on a first-come, first-serve basis. The remaining 35% of the available places must be given to foreign pilots on a first-come, first-serve basis. After the initial 30 days of registration the remaining places must be made available to all pilots on a first-come, first-serve basis.
- C. If the meet fills up before the end of the first 30 days, the Meet Organizers must place prospective Canadian and foreign entrants on separate waiting lists on a first-come, first-serve basis. Pilots from these lists are then allowed into the meet if spots become available in the same ratio as given in Section 2.4.B above. If the meet fills up after the first 30 days but before the end of the 90 (CDN Nationals) or 60 (all others) day registration period then all prospective entrants must be placed on the same waiting list on a first-come, first-serve basis.
- D. The Meet Organizers are required to keep registration records including date of registration for each pilot. The CCC or his designee has the right to review registration records for compliance at any time.
- E. Optional registration method for meets of 80 or more pilots only. The meet organizer may elect to reserve a set amount of spaces for top ranked pilots, for the first 15 days of registration, by indicating on the sanctioning application paperwork, according to the following schedule:

Pilot/Glider	Sanctioning HPAC/ACVL only		Sanctioning HPAC/ACVL and CIVL	
	# of spaces	Drawn from	# of spaces	Drawn from
CDN Flex Wing	20%	Top 20 NTSS	15%	Top 15 NTSS
Foreign Flex Wing	5%	Top 10 CIVL	20%	Top 20 CIVL

Based on the most current CIVL & NTSS rankings available at the time of registration

In the first 15 days the remaining 55% non-reserved spaces are to be allocated 45% to CDN pilots and 10% to foreign pilots. Once these spaces have been filled all subsequent applicants are to be placed on respective CDN and foreign waiting lists. After the 15-day reserve period has expired any unused reserved spaces are to be allocated FIFO (first in first out) to the pilots on the respective CDN and foreign waiting list, and any remaining unfilled spaces can be allocated to pilots from either waiting list. Spaces that become available due to cancellations are to be filled by a pilot from the same respective list, if available.

2.5. Minimum NTSS Points

- A. The Canadian Nationals shall be guaranteed a minimum of 300 NTSS points subject to task validity factors.

2.6. CIVL Sanctioning

All potential HPAC/ACVL sanctioned meets are encouraged to apply for CIVL sanctioning as well so that pilots attending the meets can earn WPRS points.

3. Competitor Qualification

3.1. Qualifications imposed by HPAC/ACVL Sanctioning

- A. Full (one year) HPAC/ACVL membership except for pilots with foreign addresses who may purchase a temporary membership.
- B. Minimum Pilot Proficiency Rating: Novice or as specified in the meet announcement or meet-specific rules. (Intermediate for foreign equivalent).
- C. Pilots are strongly encouraged to write the HAGAR exam, and are responsible to know the airspace rules for the meet area. An

airspace map must be posted and explained at all Canadian Meets for NTSS points.

- D. Parental (or guardian's) written consent if the competitor is under 18 years of age.

3.2. Qualifications which may be imposed by Meet Organizers

- A. A higher (but not lower) pilot proficiency rating.
- B. Any "special skills" relevant to the competition site or design.
- C. A higher (but not lower) minimum age.

4. Glider Classes and Equipment

4.1. Definition of a Hang Glider

See the CIVL definitions, HPAC uses whatever is current in the CIVL definitions.

4.2. Equipment

- A. Harness - no requirements or restrictions.
- B. Helmets are required for all pilots at sanctioned competitions.
- C. Parachutes - A reserve parachute is required for all pilots at sanctioned competitions.
- D. An accessible hook knife is recommended.
- E. Radios and mobile telephones - no requirements or restrictions.
- F. Maximum Equipment Weight: Paragliding. The total weight of the pilot's gear may not exceed 33 kg. The pilot's gear is considered everything he flies off the hill with, and he may be weighed at any time prior to the start of the launch window. A pilot seen adding weight after the start of the launch window may be weighed again even if doing so makes the pilot late for start. Pilots should not add weight after the start of the launch window.
- G. Ballast is any nonfunctional object attached to the pilot; used for the purpose of increasing mass and may be disposable or non-disposable.
- H. The gross weight with disposable and non-disposable ballast may not exceed the manufacturer's specified maximum weight limit, nor the 33kg paragliding gear limit.

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- I. Similarly, the gross weight after releasing disposable ballast must be equal to or greater than the manufacturer's specified minimum weight limit.
 - J. Disposable ballast must consist of water or dry sand (not both) without stones or rocks, and, when released in flight pose no hazard to persons, animals, or property.
 - K. Systems for the retention and disposal of ballast must be acceptable to the Meet Director and Safety Director in that they must offer reasonable security against accidental disposal.
 - L. The use of either disposable or non-disposable ballast must not interfere with the safe operation of the glider, or present any safety hazard in the event of sudden impact.
 - M. Supplemental Oxygen - not required, it is however highly recommended when flights are routinely expected to be above 12,500 feet/4000 m ASL.
 - N. Personal Floatation Devices - not required, but recommended if there is a probability of landing in water.
 - O. GPS - Meet Organizers may require the use of GPS for flight documentation. (See Section 6.3)
 - P. Any physical means to produce propulsive energy to increase performance is prohibited.
 - Q. Any item not specifically prohibited by the rules is permitted. However, the Meet Director or Safety Director has, at all times, the right to prohibit the use of any item he feels may create a safety hazard.

5. Competition Administration & Operation

5.1. Contest Officials

- A. For Sanctioned meets; there shall be at least the following officials:
 - 1. Meet Director: Has overall responsibility for all aspects of the Competition. For "A" level competitions (Nationals) the meet director must have run at least one "B" or higher level meet in the last five years, or have run lower-level sanctioned competitions with an approved Technical Delegate at the event.

2. Safety Director: *Strives* for the safety of all participants, officials, spectators, etc. and has the authority to stop or postpone a pilot or round at any time, including during the task, if, in his judgment changing conditions or lack of pilot ability jeopardize safety. However, the ultimate responsibility for a pilot's safety lies with the decisions of the pilot himself and is not guaranteed by the actions or decisions of the Meet Organizers, the Meet Director or the Safety Director/Committee.

3. The Safety Director may be replaced by a Safety Committee consisting of three people, who are approved by the pilots at the general briefing before the start of the competition.

- The Safety Committee's duty is to monitor the flying operations and report to the Meet Director when conditions become unsafe either on launch or on course.

4. A Protest Committee appointed by the pilots at the general briefing before the start of the competition. The Protest Committee will consist of three people, plus at least one nominated reserve, who would be used if there was a conflict of interest with one (or more) of the nominated Protest Committee members.

- No member of the Protest Committee can be part of the Competition Organization.
- The Protest Committee will apply the current rules as stated in the HPAC/ACVL Competition Rulebook and the Meet Specific Rules to resolve any protests that may apply.
- If the published rules are clear and feasible, they will be applied in determining the outcome of the protest.
- If the current rules are not clear and feasible, the Protest Committee may apply a ruling that they feel is appropriate in the circumstances, but in doing this they must also provide written reasons why they made this decision and also provide guidance to the Competition Committee to suitably alter future editions of the competition manual. The Protest Committee's decision is final. The Protest Committee may also advise the CC on possible future rule

changes in order to improve the running of competitions.

- B. The same person may not share the roles of Meet Director and Safety Director.
- C. The Meet Director and/or scoring officials may compete as long as the scoring is done in public.

5.2. Contest Rules

- A. If the meet is CIVL Sanctioned, these rules are intended to be read in conjunction with the FAI Sporting Code - General Section, and the Sporting Code for Hang gliders (CIVL, Section 7). If there is a conflict between the rules the Canadian Rules will take precedence at Canadian meets, and the foreign rules at foreign meets.
- B. A copy of the HPAC/ACVL Competition Rulebook will be available to any competitor in the contest either on-line and/or in print, and a local, current aeronautical chart will be displayed at meet HQ to all pilots.
- C. The Meet Specific Rules must be publicly posted either in print or on-line, including task descriptions and diagrams, schedule of events, and exceptions or modifications to the General Rules. If necessary, interpretation of the rules will be made by the Meet Director after consultation with the primary meet officials. The Meet Director will inform competitors of any rule changes by issuing or posting a dated written addendum to the rules as soon as possible.

5.3. Contest Winners

The contest winners will be the pilots in each class with the most cumulative points at the end of the last contest day. In the event of a tie, the tying pilot who had the most points before the beginning of the last round will be the winner.

5.4. Deviations from Standard Procedures

If the Meet Organizers feel that they must deviate from the procedures detailed in this Competition Rulebook such as denying entry to a pilot for administrative or safety reasons, the Meet Organizers may petition the CC through the CCC. The CCC will poll the CC and their decision is final. The Meet Organizers must abide by the CC's decision in order to maintain HPAC/ACVL Sanction.

6. General Competition Rules

6.1. Purpose

General Competition Rules are necessary to provide a constant format for both Meet Organizers/Directors and Competitors. These rules shall be followed unless they are superseded by Meet Specific Rules approved by the CC.

6.2. Launches

Several launch processes have been standardized. Depending on a number of meet variables, physical condition of the launch site, number of individual launches, number of pilots in the meet, etc., the Meet Organizers must define how launching is to be managed in the Meet Specific Rules. For example, Aerotow meets may require very specific meet rules. If there are no Meet Specific Rules, "Open Launch" shall be used.

A. Open Launch Procedure

- A pilot wishing to launch will move his glider into the takeoff line behind all of the other waiting pilots. No pilot's glider may be considered in line unless that pilot is hooked in and ready to go.
- For paragliders, pilots must be hooked in, lines clear, gloves on, instruments switched on, and generally organized before entering the launch area. If a pilot is not organized the launch director may ask them to move aside until a normal level of organization is achieved. The pilot may then re-enter the line with no loss of position if the correction is minor; but if they have blatantly entered the line unprepared, they will be sent to the back of the line. A pilot may also make the call that there's an issue and move out of the way until the issue is resolved.
- A pilot in takeoff position (lines cleared and ready for paraglider pilots) must take off, or begin to move to the back of the staging area, within 30 seconds if any pilot in the line calls "PUSH!" The 30 seconds must be uninterrupted by unacceptable take off conditions, as determined by the launch official. The launch official will tell the pilot when the 30-second period begins and will count down the last 10 seconds before it ends.
- If a pilot chooses not to launch, or is deemed by any launch official as not moving expeditiously toward launch, that pilot must immediately leave the line and move behind all the other waiting pilots.

- After the first day of competition, the top ten pilots in the standings have launch priority and may enter the launch line in order of their placing in the top ten. A separate line/launch area is encouraged.

- The planned launch window must allow all pilots sufficient time to launch given the number of launch slots available. In foot-launched meets this assumes a minimum of one minute per pilot to launch. For example, if there is one launch slot and 60 pilots the minimum launch window is 60 minutes.

- In tow meets there must be enough tow vehicles and operators to get all pilots into the air in a timely manner to take the first start gate.

- If the Safety Director or Meet Director closes launch after the first competitor has launched because of unsafe launching conditions or the air is non-launchable for significant periods of time in the safety director's opinion, then the window may be extended by a maximum of 30 minutes. Launch windows CANNOT be extended simply because some pilots did not launch early in the window and then conditions changed. For example, if the launch window was 60 minutes and had good launching conditions for the first 45 minutes so that all pilots could have launched in the window but didn't then the window may not be extended. The conditions do not have to be "Soarable" to be considered launchable. GAP will take care of low-validity days.

- After one competitor has launched the task is considered as "started," and may not be changed. The task may be cancelled and a new task called if the launched competitor or competitors has reasonable time and transportation to return to launch.

- Reflights are not allowed in foot-launched Canadian A or B level meets. Reflights are allowed in tow or aerotow A and B meets as outlined in the meet-specific rules. Foreign rules are followed in foreign meets.

- A "flight" is considered to be more than 30 seconds. A pilot may land and re-launch if the pilot has a safety issue that is non-resolvable in the air (knotted lines, reserve issue, etc). The pilot must re-launch during the normal launch window, the window will not be extended for him or her.

B. Identification by Launch Official

Each pilot is responsible for seeing that the Launch Official correctly identifies him.

6.3. GPS Flight Documentation

GPS units will generally be used for flight verification unless some other method is specified in the meet-specific rules (for example, in C level comps). The competition organization must announce beforehand what approved software will be used and the types of GPS instruments that will, at minimum, be supported. Other types of GPS/Vario combinations are allowed, but the pilot must bring appropriate cables. If the GPS won't work with the meet software then the pilot is responsible for providing an appropriate GPS.

The verification means must show any start points and turn points claimed in the order specified on the day's task board, and evidence of landing location. If there is no landing location information then the best point on course where the pilot was still clearly in flight will be used. Visual sightings of the pilot will not be accepted as GPS evidence.

A. Backup GPS.

A pilot may use multiple GPS's for verification and backup and may submit multiple track-logs to the scorer. The evidence will be chosen so that the pilot's best possible score, from all correctly obtained data, will be taken for flight verification.

Pilots may submit evidence for a flight using data from two (or more) GPS units, each covering part of the flight as long as the meet director is satisfied that the data is genuine.

B. IGC Standard Equipment.

Competitors who wish to use IGC standard equipment are welcome to do so, provided the competitor provides all necessary hardware and software, and all IGC standards are properly followed.

C. Registering GPS Units.

1. The Meet Director may require pilots to register the make, model and serial number of all GPS devices that they intend to use during the competition with the competition scorer. If the device a pilot registered is damaged during the competition the pilot may wish to use an alternative device. If the Meet Director requires such registration, any such alternative device would have to be registered prior to a pilot launching to fly a round for which the pilot hopes to use the device's track-log for verification.

2. The Meet Director must ensure that each pilot has a unique make, model and serial number combination (i.e. no pilots are sharing devices) and they or their assistants must check the

device's make, model and serial number prior to every task verification. Any GPS submitted which does not match the logged information will be rejected for verification.

D. Turnpoint Cylinders

1. Turnpoint and cylinders generally have a radius of 400M in meets, but different radii may be used as long as they are clearly defined on the task board. Measurement of Distance

1. The task shall be measured as the shortest possible distance, passing through the centers of each cylinder, in the correct sequence.

E. Start and finish sectors

1. There are a variety of options available concerning start and finish sectors. Competitions will only use start and finish features available in the various approved software packages. A variety of different start and finish sectors may be used in a task.

2. Pilots must be informed as to what options are available to them at the general briefing, and if this is to be changed during the competition, the new changes will be publicized at the pilot briefing prior to the task.

F. Track log

1. The pilot must provide an unambiguous track log or enough manually marked points to show without doubt that the data was collected by the pilot of the glider on the flight in question. Manual Mark/Enter points are valid unless specified in the meet-specific rules as invalid. Critical points to define a valid flight should include:

- Proof of launching from the defined launch within the launch window (may be done visually by the launch director if the pilot forgets to turn on the GPS until in the air). Pilots who have their launch verified by a meet official but lack any other GPS data will be given bomb out points.
- All of the declared turn point features from the correct location in the correct sequence between and including the start and landing.
- A pilot must also prove proper start time and location; without this the track log does not provide evidence of a valid flight and pilot will be given the minimum distance

points for the day if a meet official supports a valid launch.

2. Where the point being claimed is a start point (and the task allows the pilot to choose their start time) and the track-log has 2 points either side of the start or goal line at most 60 seconds apart, then the start or end time is then interpolated from these points (constant speed being assumed). Otherwise a start time is taken from the last (in time) point within sector of the start point.
3. Where GPS flight verification is used to determine finish times, the time will be interpolated from the pair of track-log points prior to and after crossing the edge of sector gate (a constant speed is assumed), or from the extrapolation of a pair of points immediately prior to the goal, provided that the extrapolation crosses the goal line (a constant speed is assumed).
4. Meets defined as “C” may use systems other than GPS for flight validation, but GPS is always the first choice.

G. Errors in Coordinates

Start point and turn point coordinates may be named in any way the Meet Organizer deems appropriate. If any are named for nearby physical features, the coordinates and NOT the physical feature will define the turn point location. Goals are based on the coordinates, not a physical location. A physical line may or may not be used, but the goal coordinates are always used for scoring—pilots should be aware of this! Changes to turn point coordinates may be made or new turn points added at or prior to the task briefing, however in such cases sufficient additional time must be allowed for careful manual entry or downloading of the new data.

H. General Verification Rules

1. The track-log should contain on average at least 1 point for every five minutes of on course flying time (points taken prior to the start and after goal are not counted). e.g. a 2-hour flight must contain at least 24 track-log points between the start (launch or start point) and goal or the end of the flight.
2. The verification software will confirm that all points used to verify the flight occurred at reasonable times (e.g. on the day in question, between the start of the task and the end of the task, and showing the correct chronology of start and turn points).

I. Claiming best distance on task

A pilot not landing in goal will be scored distance according to their best in-flight track log point or their landing point, whichever gives a better result. In either case, the timestamp of this point must be consistent with the flight being claimed and any “land by” times that may be in force.

J. Rejection of track log

The Meet Director has the discretion to reject any track-log, or part thereof; if she/he feels it does not show sufficient evidence that the claimed data is genuine. If the launch is verified as valid by a meet official then bomb out points will be awarded. Without a verified launch the pilot’s score will be zero for the day.

K. Stopping the task

If a task is stopped, the pilots will still be scored ten minutes prior to the time the task was officially stopped. For those pilots not in goal at the task stop time, distance points will be awarded based on best in-flight track log point or landing point recorded 10 minutes prior to or at the stop time. No other means of flight verification will be accepted if the task is stopped. Pilots without a continuously updated and valid GPS track will be at a disadvantage.

L. Time based dispute

1. If a pilot cannot provide GPS evidence that he met the parameters of the task then he is zeroed. Visual identification from other pilots or meet officials is not enough. Bomb out points for a valid launch.
2. If a pilot fails to provide evidence of finish time when required, then the pilot is awarded distance points only. If a “land by time” is in effect, any pilots still in the air at the land by time will be scored distance according to their best in-flight track log point prior to the land by time.

M. Authenticity dispute

If the competition director rejects the track-log, or part thereof, on the grounds that she/he feels it does not show sufficient evidence that the claimed data is genuine the pilot is awarded bomb-out points for the round with a valid launch, zero without a valid launch.

O. **If** a pilot "accidentally" thermals or flies into a cloud the pilot must turn at least 90 degrees to the course line and fly at 90 degrees or more until clearly below cloud base (not just out of

the cloud, but BELOW base). Don't spiral or stall out of the cloud, this endangers other pilots—the pilot is the idiot that flew into the cloud, so the danger is all his. Pilots who spiral out of a cloud are zeroed for the day. If you see a pilot white out in a cloud and are fairly close to that pilot note the glider color and type if possible, put a Mark/Enter into your GPS and report it to the meet director. Any pilot who whites out and does not fly 90-180 to the course line until below cloud base will be zeroed for the day. If the situation is ambiguous the meet director will assign a penalty of between 10 and 100 percent of the pilot's daily score. Reports must come from a pilot or pilots thermalling in the same area as the offending pilot, it's impossible to get a good view from far below or to the side of another pilot. Stay out of clouds, there are sometimes sail planes or other pilots in the clouds.

- N. Landing will be defined as the point, after a successful launch, at which the pilot or glider makes weight-bearing contact with the ground or with an object affixed thereto or resting upon.
- O. The pilot must cross a goal line in the direction specified in the task (normally from the last turnpoint unless specified). The goal may be a line or cylinder but must be clearly specified.
- P. The Meet Director will specify a goal closing time. Pilots crossing the goal after this time will be scored as having flown the distance to goal but will not be timed.
- Q. The competitor shall also turn in any required paperwork and/or GPS data to mark his landing point if he lands out.
- R. Manual goal timing may be augmented on a day-by-day basis to ensure the order of pilots into goal is accurate. Sometime GPS times are off slightly and a manual goal timer can help straighten out order into goal. If there is a manual goal timer, it needs to be announced at launch and it is the pilots' responsibility to ensure the timer recorded an accurate time at goal after landing.

In order to ensure accurate, same day scoring, landing location must be reported no later than the time specified by the Meet Director at the daily pilot briefing. This is part of the task and a 10% penalty may be assessed for late reporting.

Pilots may give their drivers, other pilots, etc., authority to hand in their GPS units. But the pilot is always responsible if this doesn't happen.

6.4. Scoring

The approved HPAC/ACVL scoring system is the GAP (and the later versions of the GAP) system and the Race scoring program. When using the Race program, each pilot's daily score will be computed according to the most recent version of GAP decided by the Meet Director, but at least one that is as current as that used in the previous year in HPAC/ACVL sanctioned meet or International level competitions.

Provisional Scores will be posted as soon as possible after a round. After examination of flight documentation, application of penalties, etc., Official Scores will be posted. Provisional and Official Scores will be so noted. Meet directors are encouraged to post the daily and final results in as timely a fashion as possible on the web. Final scores from all HPAC/ACVL meets must be posted on the web as both HTML and Excel sheets, or equivalent.

6.5. Task Validity

Task validity will be determined by the HPAC/ACVL approved scoring system. Race to Goal tasks are the only valid tasks for Nationals or B meets. OLC or other systems for scoring may be used in Class C meets.

6.6. Task Cancellation and Stopping a task

Meet Organizers are required to have a system to notify pilots of task cancellation or task stoppage prior to the completion of the task because of weather or other safety considerations that the pilots cannot avoid. Note that individual pilots are always responsible for their own safety—it's common to have unsafe conditions on a segment of a task. In general tasks will only be stopped or cancelled if there are wide-spread problems along the task line or at goal. If the task is cancelled the round will not be scored.

If the task is stopped but not cancelled the task will be scored ten minutes prior to the last point the pilot reached when the stop time was called.

Only the meet director may stop a task, unless an alternate system has been announced at the pilots meeting. Generally the "backup" is the Safety Director or the head of the safety committee if required.

The preferred method for announcing a stopped or cancelled task is for the meet director or safety director to announce stops or cancellations on the official meet frequency. It is up to the pilots to hear that announcement. If possible, pilots are encouraged to help relay the stopped/cancelled message by "running in the air" and making an obvious, safe descent to a safe landing place.

6.7. Penalties

- A. The Meet Director will have sole authority to assess penalty points or disqualify a competitor from further participation in the contest and will be expected to do so in cases of flagrant violations of the HPAC/ACVL Competition Rulebook or the Meet Specific Rules. Penalties may be assessed against the competitors' daily or cumulative score, at the Meet Director's discretion. The Meet Director is not required to issue verbal or written warnings prior to assessing penalties or disqualifying a competitor. Officials and competitors will report rule infractions to the Meet Director.
- B. Penalties assessed by the Meet Director, or disqualification of a competitor from the contest, will automatically be reviewed by the Protest Committee. The penalized or disqualified competitor will be given the opportunity to present information to the Protest Committee. Time and distance penalties for late takeoffs, late landing reporting and incorrect landing reporting are specifically stated in the rules and are not subject to review without the filing of a formal protest.

7. Complaints, Protests and Appeals

7.1. Complaints

- A. A complaint is a verbal request by a competitor to the designated official, usually the Meet Director or Safety Director, to investigate operational matters with which the competitor is dissatisfied.
- B. If the competitor is still dissatisfied, he may file a protest.

7.2. Protests

- A. Protests must be made in writing no later than 24 hours after the incident being protested. The posting of scores may be an event subject to protest.
- B. A fee may be required and may or may not be refunded as determined by the Meet Specific Rules. The Protest Committee will rule on any protest within 24 hours of its submission. If a ruling is made in favor of the protest, the protest fee will be refunded.

7.3. Appeals

- A. In the event that a competitor is unsatisfied with the ruling of the Meet Director and that the complaint and protest procedures of the meet do not adequately resolve the problem, the pilot may file a written appeal, explaining in detail the nature of the injustice, and providing all available evidence to support his case, to the CCC c/o HPAC/ACVL headquarters. Such an appeal is to be filed with HPAC/ACVL Headquarters not more than 30 days after the end of the meet in question.
- B. The CCC will rule on the appeal within 60 days of the receipt of the appeal by the HPAC/ACVL. He may or may not choose to conduct his own research on the matter, and has authority to alter the final results of the contest in response to such an appeal in the event he finds compelling evidence to support the claims of the appealing pilot.

8. Responsibilities and Obligations of Competition Pilots

8.1. Entry Fees

Pilots will produce payment of specified entry fees by the date and time specified.

8.2. Forms

Pilots will complete fully and accurately all meet-relevant forms (entry, liability release, etc.), and produce proof of HPAC/ACVL membership and/or glider certification when requested. Glider certification may also be checked on the web; if a glider, in the meet or safety director's opinion, is seriously out of factory specifications or no longer airworthy then the meet director may deem it as such and the pilot may not fly the glider in the meet.

8.3. Briefings

Pilots will attend all meetings, briefings, roll calls, etc. as requested.

8.4. Competition Rules

Pilots will become thoroughly familiar with competition rules and address questions to proper officials prior to the first round of competition.

8.5. Punctuality

Pilots will make themselves and their equipment ready for launch in a timely manner and will execute a safe launch in the time made available

to them by the Launch Director, following the prescribed order of flight. Pilots have the right to decline launch if they think conditions are unsafe.

8.6. Flight Technique

- A. It is the pilot's responsibility to fly safely and to round turn points and to execute starts and finishes in an unambiguous manner.
- B. All competitors will comply with Canadian airspace law.
- C. Pilots will follow generally accepted right of way and thermal etiquette rules.

8.7. Keeping Informed

It is the pilot's responsibility to keep up with all schedule changes, course modifications and rules amendments. Ignorance of the rules, tasks, etc. including changes made verbally at pilot's meetings, will not be considered a valid reason for exceptions to said rules. Allowing such exceptions would unfairly disadvantage competitors following the rules.

8.8. Code of Conduct

- A. Competitors and their ground crews will maintain a standard of conduct that will not bring discredit upon their fellow competitors, the Meet Organizers and administrators, or the sport of hang gliding in general. Competitors are required to act in a manner that will promote the continued practice of hang gliding in the area, including, but not limited to:
 - 1. All gates must be left as they are found.
 - 2. Care must be exercised when moving personnel and gliders across fence lines to prevent damage.
 - 3. Vehicles will only be driven on roads and at reasonable speeds.
 - 4. Land well clear of stock.
 - 5. Do not land in crops. If landing in a cultivated field - hay, wheat, etc. - is unavoidable, the pilot must find the landowner, or landowner's representative, and request to pay for any resulting damage.
 - 6. Complaints from property owners/lease holders may result in penalties as the meet director sees fit. Competitors are responsible for the actions of their ground crew.

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- B. Members of the HPAC/ACVL who participate in HPAC/ACVL Sanctioned events, and FAI Sanctioned events, and other events where their participation results from an appointment by the HPAC/ACVL, including but not limited to competitions, agree as a condition of their participation in such events, to conduct themselves in a sportsmanlike manner.
- C. Refer to the HPAC/ACVL Policy Manual for details.

8.9. Emergencies

- When an emergency occurs, the Safety Director or Meet Director must be notified without delay.
- If a pilot lands to assist an injured pilot that action will not hurt his score in the meet. Pilots who land to assist an injured pilot will be awarded sufficient points to maintain the same percentage of the leader's points. For example, a pilot who started the task with 86.5% of the points of the leader will be given points to maintain this percentage. If the leader is the assister then he will maintain his percentage lead. If he had a 1.8% lead, he holds it, even if the guy in second place changes.
- Landing to assist a downed pilot is only encouraged if it will not lead to another injured pilot.
- The "landing to assist" is an "either/or" call. If a pilot stops to circle above a pilot and relay radio information then the pilot may choose to either end his day there, or continue on to goal. If he continues on no additional points will be given for the assistance.
- Paraglider pilots should immediately ball their wings up if they land and are OK. An unpacked, loose wing on the ground means, "I need help." A pilot who does not immediately pack their wing will be given a minimum penalty of 20 percent of his day's points, up to a maximum of 100 percent of the day's points..
- A pilot should immediately radio that he is OK or if he needs assistance after a reserve ride. If the radio is not functioning then follow the above.
- Hang glider pilots should unclip and visibly show they are OK if it is safe to do so.

9. The National Championship

9.1. Purpose

The purpose of the Nationals shall be to provide a high-level competition to select a Canadian National Champion. The Canadian National Championships should also be appropriate for highly experienced but not comp-experienced pilots.

9.2. Sanction Applications

Persons wishing to organize the Canadian National Championships shall submit a Sanction Application in writing to the HPAC/ACVL Board of Directors in care of the CC (see.2.1 for details). It is permissible to bid for the Canadian Nationals for any of the classes 1 through 5 or any combination thereof.

9.3. Dates

The schedule for the meet shall involve one period of no more than nine days during which the pilots are required to be at the site of the contest.

9.4. Trophies and Awards

At the conclusion of the Nationals competition, the following titles shall be awarded in all Classes represented at the Nationals:

- A. Canadian National Champion - Class 1 through Class 5 - To the highest placing Canadian pilot in Class 1 through Class 5.

NOTE: Those pilots as defined above are the only ones recognized by the HPAC/ACVL as qualifying for the title: "Canadian National Champion".

10. International Competition and National Team Selection System

10.1. General

The selection of any Canadian National Team for international competition, including the FAI World Championships, will be based on the proven ability to compete, as measured by the HPAC/ACVL NTSS.

10.2. Team Selection

- A. The number of pilots to be sent shall be the number of competitors invited by the international Meet Organizers. These pilots shall be

chosen in order from the NTSS ranking for hang gliding and paragliding.

- B. The CC or Team Leader shall send notice of the competition to the top ten pilots in the NTSS ranking at the earliest practical date, but not less than three months prior to the competition. Pilots wishing to become team members must let the CC know by email or a fax, and pay the meet organizers directly. The pilot must provide proof to the CCC/team captain that the money has been paid. If the interested pilot has not paid the entry fee two months prior to the event then his or her position automatically goes to the next pilot in line. N pilots will attend where N is the number of pilots invited by the Meet Organizers; who return their application and deposit prior to the deadline. The pilot ranking shall be determined as outlined in 10.5.
1. Ranking used shall be the NTSS ranking as of January 1st in the year that the competition takes place unless specified otherwise by the CC.
 2. For selective meets which begin between October 1st and March 1st, the ranking shall be established, in accordance with the procedures as outlined in section 10.5 but with the cut-off date for points compilation three months before the start of the invitational event.
 3. Alternates to be selected by straight ranking.
 4. Some World-level meets may designate one or more spots for Canadian women. In this case the ranking of the women in the NTSS will be followed in the same manner as the men.

10.3. Canadian Team Delegation

The top five ranked pilots shall nominate a Team Captain from among the top-ranked five pilots 6 months prior to the competition. The CC will manage the process. If the top five pilots can't agree on a Team Captain then the competition committee chairman will appoint a Team Captain.

10.4. Canadian Team Support Plan

- A. The Team Captain will be responsible for organizing the logistical and financial support effort for the team, as well as the organization of transportation to and from the competition site. Individual team members will pay these expenses up front, not HPAC or the Team Captain unless other arrangements are made.
- B. The Team Captain or his designate will be responsible for briefing the team members concerning passports, visas, FAI Sporting

Licenses, and nationality documents if required. The Team Captain will also see to the details concerning team uniforms, periodic newsletters, and an accounting for and/or return of any HPAC/ACVL monies, as required.

10.5. National Team Selection System

A. Purpose

The purpose of the NTSS is to provide a national pilot ranking based on objective measurement of a pilot's proven ability to compete against other pilots of proven competitive ability. The purpose of this ranking is to select pilots for Canadian National teams which will fly in international competitions such as the FAI World Championships.

In addition, the purpose of this ranking is to encourage Canadian hang glider and paraglider pilots to participate in competitions and earn NTSS and WPRS points through their participation.

In order for the results of any meet to be considered in the NTSS ranking, a report of the meet results must be sent to the HPAC/ACVL points person that includes an active link to an official site with the data, or a copy of the results signed by the meet director. Such report must contain all information required for the NTSS ranking computations, which is:

- A list of all competitors in the event.
- A complete list of scores (daily, total).
- FAI, HPAC/ACVL or other sanctioning info.
- A brief description of the meet and tasks (The Gap task description is enough here).
- Information on any unresolved protests that might affect the final scoring.
- The Team Fee must be paid before the meet will be added to the NTSS system.

The date on which a competition ends is the official scoring date for the meet. Assuming the necessary report has been filed in a timely manner, the NTSS will consider in this ranking the results of any HPAC/ACVL Sanctioned Meet which has been published in *Air Magazine* or in the HPAC/ACVL on-line competition calendar or sent out to the HPAC/ACVL list at least two months prior to the scheduled start of competition and at least one month prior to the close

of registration and the NTSS will consider any foreign meets which:

1. Are sanctioned by the national FAI affiliated aero club of the host country AND;
2. Have at least one Canadian pilot competing in it.

B. Ranking (see also 10.2)

1. A pilot's ranking is based on total points accumulated in his/her best three meets in each of the two years immediately previous to the ranking year. One meet from each year must be Canadian.
2. Total NTSS points are determined using: 40 percent of the first year's total points and 60 percent of the second year's total points=current NTSS points.
3. For field validity use the most current Canadian, WPRS or US ranking available on the first day of the meet. No "retroactive" scoring for field validity based on updated rankings.

C. Operating Principles of the NTSS ranking System

Class 1 through Class 5 points are earned by a pilot for a given placing in a meet, according to the Class of glider flown based on the pilot's final score as compared to the winner's final score.

D. Computation

The top 20 pilots competing in the meet (a competing pilot is one who has duly registered and flown at least one competition day) who are NTSS ranked bring points to the meet. in accordance with the following schedule:

Pilots ranked 1st – 5th: 50 points

Pilots ranked 6th – 10th: 40 points

Pilots ranked 11th-15th: 30 points

Pilots ranked 16th - 20th: 20 points

Pilots ranked 21st - 30th: 15 points

Pilots ranked 31st and lower: 10 points

To compute the points available in a meet, add the NTSS points brought by the top 20 pilots up to a maximum of 600 NTSS

points. For Canadian meets the top 20 ranked pilots points in the meet are used, for international meets the top 20 pilots in the results are used.

The points earned for first place in the meet is the total of the points brought to the meet by the top 20 ranked pilots (up to a maximum of 600 points) plus 10%.

All other pilots earn points based on the following formula: (Pilots Total Score/Winner's total score) x (Winner's points - 10% bonus).

Example: If the meet winner gets 3500 Race points (full validity (see "E" below) points on GAP/RACE and the Canadian pilot scores 3000 GAP/RACE points in this meet, the pilot would receive: $(3000/3500) \times (600) = 514.28$ NTSS points.

E. Foreign Pilots (See the Canadian NTSS points chart for detail).

1. Per CIVL rules, a pilot is considered a foreign pilot until he has lived in Canada as a Landed Immigrant or other legal designation for two years. Other foreign-born pilots living in the Canada may be designated Canadian pilots by the CC on a case-by-case basis. Canadian citizens living in foreign countries are considered Canadian unless they choose not to be.
2. Foreign pilots are welcome and allowed in HPAC/ACVL Sanctioned competitions.
3. The NTSS ranking is made up only of Canadian pilots. However, the NTSS recognizes, for the purpose of points calculation, an equivalent foreign pilot's ranking according to the most current WPRS ranking with the top 200 WPRS places equal to the top 5 Canadian pilots and the WPRS ranking 201 through 400 equal to the NTSS 6th-10th and so on. (*Note—this gives Canadian pilots competing in Canadian meets a reasonable benefit*).

F. Minimum Meet Validity Requirements and Validity Penalty

A class A or B meet must produce a total of at least 1000 GAP points AND two valid GAP tasks to be considered valid for NTSS points. A fully valid meet will produce at least 3000 GAP points.

1. **VALIDITY PENALTY.** If a meet produces more than 1,000 but less than 3,000 GAP points, the NTSS points for each placing in the meet shall be reduced as follows:

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- Divide the winner's points by 3000 to obtain the validity factor.
 - Multiply this percentage by the NTSS points which would have been earned for each placing if computed without consideration of the minimum validity requirements.
 - For example, if a meet winner scored only 2000 points, then the validity factor would be $2000/3000 = 0.67$.
 - If the meet was scored by a system other than the GAP/RACE or other HPAC/ACVL system then total meet points will be calculated using the same NTSS system as in 10.5D, and then calculated based on the following validity factors:

- **Competitions defined as “C” meets** such as the Willi, the OLC, or any XC meet or meet not using Race to Goal tasks will be scored using a task validity factor of 300 points per “task/day/whatever round” of competition, to a MAXIMUM of 300 NTSS points. The same calculation based on field validity and points from the meet would then be used to assign NTSS points. For example, the Willi and the OLC both use best three days, $3 \times 300 = 900$ total “Race Task” points. With a “Race Task points” value of 900, meet validity factor would be $900/3000$ for a meet validity factor of 0.3. Maximum NTSS points would then be 180. Total points from the winner will be used to determine placing in the meet, same as for a GAP comp. For example, if the Willi champion scored 5,000 and the second-place person 2500 then just plug those numbers in, it’s ratio for determining relative pilot performance only. Same for the OLC—based on the competitor’s international performance, not just within Canada.

- If only places and no points were awarded then the top pilot receives the same number of points as the number of pilots in the meet. For example, a local meet with 25 pilots would use 25 points for the first place. Again, the numbers just give a ratio for the formula, not an absolute point system. In the case of ties the top tied position will be used.

- Pilots may NOT claim “double points.” For example, if a flight is included in the OLC and the Willi then either the OLC result or the Will points may be counted, but not

both. The competition committee will use whatever combination of results gives the pilot the best NTSS points.

G. Lists of Ranked Pilots

The attached sheet contains the list of all Canadian pilots with NTSS rankings as of January 1, 2006. This is the official ranking for 2006.

10.6. National Team Member Code of Conduct

Be Canadian. Pilots who act in a manner that reflects poorly on Canadian flying while at a meet may be kicked off the team (or sent to North Korea).

Sanctioning Chart

Meet Class and Requirements	"A" or Nationals	B: CDN and foreign.	C: Not A or B	Notes
SEE THE HPAC/ACVL MANUAL FOR FULL DETAILS, THIS IS A SUMMARY ONLY.				
Examples	Only Nationals	US Nationals, World Cup, Quebec Regional, Pemberton Regional, etc.	Willi, Miles in May, OLC, League, "Local" meets, etc.	SEE THE HPAC/ACVL MANUAL FOR FULL DETAIL
Max Potential NTSS points	660/600	660/600	300	Subject to Task validity
Min NTSS points (subject to task validity)	300	N/A	N/A	Subject to task validity
Verification/Scoring	GPS/Race	GPS/Race	Open	GAP is encouraged for all meets.
Tasks/Scoring Allowed	Race to goal tasks only.	Race to goal tasks only. No OLC Max distance or other formats. Foreign FAI Cat II XC comps allowed for 2007 only.	Open	
Public Notification in days:	120	60	14	See manual.
Min number of tasks for validity	2	2	NA	
Min Gap points for NTSS validity	1000	1000	NA	
Reflights allowed?	Not in foot-launched meets, yes for aerotow.	Not in foot-launched meets, yes for aerotow.	Meet specific rules.	
Team Fee for all competitors?	Yes	Yes if a CDN meet.	Yes	OLC: Only team fee from those submitting for points.
Air Space Map and Explanation At Meet:	Mandatory	Mandatory	Mandatory	HAGAR strongly encouraged for all pilots. If the airspace is not explained and mapped then the meet is not valid for NTSS points.

Field Validity Table (Add up all competitors for total possible NTSS points, max 600 points)

Field Validity Table				
CDN Rank	WRPS Rank (most recent)	US NTSS Rank (most recent)	Points	CDN pilots use most current CDN Rank or WRPS, whatever is highest. For US pilots, use whatever rank is highest.
1 to 5	1-200	1 to 10	50	
6 to 10	201-400	11 to 20	40	
11 to 15	401-600	21 to 30	30	
16-20	601-800	31 to 50	20	
21-30	801-1000	51 to 70	15	
31 and lower	1000 and lower	71 and lower	10	