



## COMPETITION SPECIFIC RULES

28<sup>th</sup> January – 4<sup>th</sup> February 2018

Organised on Behalf of:

**The New Zealand Hang Gliding and Paragliding Association Inc.**



These Competition Specific Rules are to be used in conjunction with the NZHGPA Paragliding Competition Rules and Section 7 of the FAI Sporting Code.



# **1 RULE DOCUMENTATION**

## **1.1 Competition Specific Rules**

The Competition Specific Rules take precedence over any other Rules.

The Competition Specific Rules are formulated for specific local conditions to improve safety, fairness and administration, and are intended to be in the best interests of the competing pilots and the paragliding community.

In the absence of an applicable Competition Specific Rule, the NZHGPA Paragliding Competition Rules and/or Section 7 of the FAI Sporting Code should be referred to.

## **1.2 NZHGPA Competition Rules**

The competition is being run in accordance with Version 20 of the NZHGPA Paragliding Competition Rules. NZ Paragliding Competition Rules take precedence over FAI rules wherever inconsistencies exist.

## **1.3 FAI Sporting Code**

The competition is being run in accordance with Section 7 of the FAI Sporting Code.

# **2 COMPETITION ENTRY REQUIREMENTS**

## **2.1 Selection Procedures**

The selection procedure documented at [https://airtribune.com/newzealand/info/details\\_selection](https://airtribune.com/newzealand/info/details_selection) will be followed. A request to enter the competition will not be considered until the pilot has registered at <https://airtribune.com/newzealand/registration>. The maximum number of participants permitted is 100.

Late entries (after 21<sup>st</sup> January 2018) will only be considered from pilots who have registered online and who present themselves at the competition registration.

## **2.2 Entry Fee**

The entry fee as documented at [https://airtribune.com/newzealand/info/details\\_selection](https://airtribune.com/newzealand/info/details_selection) is required to be paid in full, prior to competing in a task.

## **2.3 Registration**

Pilots must register in person on 27<sup>th</sup> January 2018 at the Registration Desk between 4:30pm and 7:30pm.

Pilots with travel arrangements preventing this must contact the Competition Organiser in advance. Alternative arrangements will be made at the discretion of the Competition Organiser.

All pilots are expected to attend the Pilot Briefing on 27<sup>th</sup> January at 8.30pm.

# **3 PENALTY TYPES AND VALUES**

Penalty points consistent with those defined in the NZHGPA Paragliding Competition Rules will be applied with the following exceptions.

### 3.1 Cloud Flying

Flying in cloud is prohibited. Where unintentional cloud flying occurs, a pilot may escape a points penalty by taking action to negate any advantage that may have been gained. This action must be done safely remembering that there may be other pilots in close proximity.

**Penalties**      1<sup>st</sup> offence – Zero day score  
                         2<sup>nd</sup> offence – Expelled from competition

### 3.2 Turn Direction

Pilots must thermal left on odd calendar days and right on even days within 1km of launch and anywhere between the launch and start gate when carrying out 360 degree turns. This area may be altered at the daily briefing. Pilots are permitted to report pilots turning in the wrong direction via the safety frequency. Verbal warnings may be given by the Competition Organiser or Launch Director over the safety frequency.

**Penalties**      1<sup>st</sup> offence – Verbal warning  
                         2<sup>nd</sup> offence – 100 points, doubling for every subsequent offence

### 3.3 Dangerous or Aggressive Flying

Dangerous or aggressive flying is not acceptable. Pilots who do not fly with consideration for the rules of the air and/or in a manner considered dangerous (to themselves, other air users, or the public) can be reported. Pilots are permitted to report infringements via the safety frequency

**Penalties:**      1<sup>st</sup> offence – Verbal warning  
                         2<sup>nd</sup> offence – 200 points, doubling for every subsequent offence

### 3.4 Airspace

GPS track log position and heights will be used to determine position and height. Pilots are prohibited from flying in controlled airspace and MBZ airspace. **No allowances/buffer will be applied, either vertically or horizontally.**

When flying close to controlled airspace a prudent competitor may impose their own buffer to ensure they remain clear.

**Penalties**      1<sup>st</sup> offence – Zero day score  
                         2<sup>nd</sup> offence – Expelled from competition

### 3.5 No Smoking

The fire risk is extreme.

Smoking is prohibited in the Lake Wanaka Centre (HQ), on all competition launches, in all landing fields and on all retrieve journeys. The only exception is in public areas, where smoking is permitted, which are away from competition activities.

**Penalties**      1<sup>st</sup> offence – Zero day score  
                         2<sup>nd</sup> offence – Expelled from competition

Electronic cigarettes may be used responsibly, inside vehicles with doors and windows closed.

### 3.6 Prohibited Landing Areas

Prohibited landing areas may be defined. A pilot known to have landed in a prohibited area will be penalised.

- Penalties**      1<sup>st</sup> offence – Zero day score  
                         2<sup>nd</sup> offence – Expelled from competition

At the discretion of the Competition Organizer, exceptions may be applied. Circumstances leading to exemptions might include unavoidable reserve deployments, mid-air collisions, accidents, and genuine attempts to avoid these scenarios.

### 3.7 GPS Tracklog Submission

Pilots must submit a 3D GPS tracklog of their flight. Failure to submit a tracklog by the deadline will result in a penalty except where prior approval has been given by the Competition Organiser or Scorer.

- Penalties**      1<sup>st</sup> offence – Zero day score  
                         2<sup>nd</sup> offence – Zero day score, including each subsequent offence

### 3.8 Sign-in

Pilots must sign in prior to each task. Failure to sign in will result in a zero day score. Furthermore, they will not be checked off as “safe” by the Competition Organiser at the end of each day.

- Penalties**      1<sup>st</sup> offence – Zero day score  
                         2<sup>nd</sup> offence – Zero day score, including each subsequent offence

### 3.8 Sign-out

Pilots must sign out. Failure to do so by the deadline will result in a penalty.

- Penalties**      1<sup>st</sup> offence – Zero day score  
                         2<sup>nd</sup> offence – Expelled from competition

Failure to sign out may also incur Search and Rescue costs that the pilot would be liable for.

### 3.9 Aerobatics over Goal

Aerobatics over goal or within the goal cylinder is an unsafe practice creating a potentially dangerous situation to others approaching goal. Aerobatics over populated or built up areas is not permitted.

- Penalties**      1<sup>st</sup> offence – Verbal warning  
                         2<sup>nd</sup> offence – 100 points, doubling for every subsequent offence

### 3.10 Landing and Animals

Landing (or flying low) in a manner that significantly disturbs stock will have the following penalties applied.

#### Horses or Deer

- Penalties**      1<sup>st</sup> offence – 500 points  
                         2<sup>nd</sup> offence – Zero day score

#### All other Stock

- Penalties**      1<sup>st</sup> offence – 200 points  
                         2<sup>nd</sup> offence – 500 points

### 3.11 General Penalties

Penalties may be assessed, or competitors disqualified for violation of any rule contained or referred to in this rulebook or in the NZHGPA Paragliding Competition Rules or Section 7 of the FAI Sporting Code, or for actions that endanger themselves, other competitors, site access, other air users, competition officials, volunteers, spectators or the public.

Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Competition Organiser.

## **4. TASK & SCORING**

### **4.1 Rest Day Policy**

There will be no rest days.

### **4.2 Sign-in**

Pilots must personally sign the sign-in sheet. This is different to being checked off on when launching. Pilots who do not sign-in are deemed not to be competing.

### **4.3 Ordered Launch**

An ordered launch will apply unless briefed otherwise.

Unless briefed otherwise, the west launch at Treble Cone will be treated as two launch-slots and the east launch will be treated as one launch-slot. Where conditions allow, additional pilots may be allowed to spread out behind the active launch-slots. Where multiple launches are being used, the number of launch-slots are cumulative for ensuring Launch Validity.

An "Open" launch area may be appointed. Unless briefed otherwise, an "Open" area (irrespective of size), will be treated as two launch-slots for ensuring Launch Validity.

In particularly difficult conditions, the number of available launch-slots may be reduced at the discretion of either the Competition Organiser or a Launch Director.

Launch validity is two minutes per competitor, divided by the number of launch-slots available.

### **4.4 Launch Order**

Launch Order will be determined by a pilot's overall position in the competition. Highest ranked pilots will have first preference in the queue.

Prior to the first scoring task, Launch Order will be determined based on WPRS points. Unranked pilots will follow ranked pilots. Unranked pilots will be ordered based on registration sequence.

There will be 15 minutes of Open Launch at the start of each task. Pilots launching in this period will be required to queue on a first come basis.

### **4.5 Launch Queue**

Pilots must queue at the launch they intend to launch from, except when launching from an Open Launch area. Each pilot is free to choose which of the active launches they use.

Pilots must queue in their Launch Order.

Once a pilot reaches the front of the queue, they can step into the Box. If the highest ranked pilot does not want to step into the Box, the next highest ranked pilot can do so, and so on until someone steps in.

If a pilot steps into the Box, pilot set up on launch are given two minutes to either launch or vacate their launch-slot. A reasonable time will be allowed for pilots to spread their gliders and this will not be included in their two minutes.

If a pilot vacates a launch-slot (or the Box) without launching, they can rejoin the launch queue on a first come basis, behind all pilots who have not yet stepped into the Box. Where multiple launches are being used, the pilot can join an alternative queue in their ordered position, unless they have already been through that Box.

#### **4.6 Launch Window Extensions**

Unless briefed otherwise, there will be no facility for launch window extensions.

#### **4.7 Launch Suspension**

One or more launch-slots will be suspended whenever a measured wind speed exceeds 30kph or whenever a Launch Director deems the conditions dangerous for a typical competition pilot. Wind speeds will not be continuously measured; however, pilots can request launch be suspended whenever they have concerns over the launch conditions.

A Launch Director does not have the authority to stop or cancel a task.

#### **4.8. Reflights**

Reflights will not be permitted unless briefed. If reflights are permitted, pilots must land in the designated landing field to be eligible.

A reflight may be permitted for safety reasons under special circumstances. Prior permission must be obtained before top-landing.

#### **4.9 Jump the Gun**

NZHGPA Paragliding Competition Rules will apply to pilots who "Jump the Gun".

#### **4.10 End of Speed**

Pilots who achieve the end of speed section but do not achieve goal will achieve all points except for time points.

#### **4.11 Stopped Tasks**

The Competition Organiser or Safety Committee may stop a task for safety reasons.

A member of the competition organisational team (including the Safety Committee) may refer to a task being "cancelled". Should this term be used to describe a task that is currently underway, it will take on the meaning of a stopped task.

A simple majority is required for the Safety Committee to stop a task.

The Competition Organiser can stop a task without the support of the Safety Committee, but cannot override a Safety Committee decision to stop a task.

A stopped task will subsequently be cancelled should any of the following not be met:

- Task Validation Criteria
- Launch Validity
- 50% of pilots must have launched

In a stopped task, each pilot's score will be determined from their GPS track log position five minutes prior to the task being stopped (measured to the nearest minute). A height above goal bonus will be applied based on 4:1 glide at the time of scoring.

#### **4.12 Task Validation Criteria**

Unless specified otherwise by the Technical Delegate on the Task Board, Task Validation Criteria will be 15 pilots, 8km.

#### **4.13 Lead Out Points**

KLO will be applied to all tasks unless briefed otherwise. The KLO factor will be set at 0.1 (10%)

#### **4.14 FTV**

Scores will be based on Fixed Total Value (FTV) with a factor of 75%.

#### **4.15 Signing-out**

Pilots must Sign-out prior to the deadline stated on the Task Board. Acceptable methods of signing out will be advised during the first pilot briefing.

Pilots should Sign-out at their earliest opportunity. It is preferred that pilots do this by SMS.

It is the pilot's responsibility to ensure they have been signed out. Failure to sign out will incur a penalty.

#### **4.16 Overflying Goal**

Some pilots may choose to overfly goal. Pilots doing so must continue to record a track log and adhere with all competition rules. This includes monitoring the safety frequency. Pilots choosing to overfly goal must ensure they meet the sign-out deadline and have their tracklog submitted for scoring before the cut off.

#### **4.17 GPS Tracklog Submission**

Pilots are responsible for downloading their tracklog and must submit it to the Highcloud scoring system prior to the deadline.

All pilots must keep their track logs for at least one hour after the next morning's briefing to allow for any protests/complaints that may be lodged.

## **5. RADIOS**

All pilots are required to monitor the safety frequency either directly or indirectly.

Where pilots choose to fly on a team channel, at least one team member must monitor the safety frequency. They must relay all safety messages on their team channel.

It is each pilot's responsibility to ensure they can receive safety messages. Where a pilot suspects they not be receiving safety messages, they must begin monitoring the safety frequency personally.

Pilots cannot use the excuse “I didn’t get the message” to avoid formal warnings with respect to penalties.

Pilots must notify the Competition Organiser of team channels at an acceptable time.

## **7. LANDING FEES**

Coronet Peak may be used as a competition site should conditions require. Pilots landing at the “Flight Park” are responsible for the payment of their own landing fees.

