

NZ Paragliding Open – Rotorua 2020

Competition Specific Rules



This competition uses the rules from the v21 of the New Zealand Paragliding Competition Rule book.

There are only a couple of areas of nuance which are thus explained.

Race Factors

- FTV will be used with a factor of 25%
- KLO will be used with a factor of 10%. This will be on, for all tasks, by default but the Task Committee may decide not to use it on a task by task basis
- Stopped Glide altitude bonus will be at a 4:1 ratio

Airspace

The penalty for breaching airspace will be all points for task.

The same “buffer” for airspace that is applied to the NZ Cross Country Championship will be considered.

Launch Order

Launch will be “open launch” for most pilots. However the members of the Safety and Task Committees, and the top 10 pilots (based on the latest provisional competition scoring) will be given priority.

Until provisional scores have been created (e.g. task one) then the top 10 pilots are selected based on their WPRS ranking 1st February 2020

Increase of maximum penalty for disturbing stock/pissing off landowners

The maximum penalty for “*Landing, or flying low, in a manner that significantly disturbs stock or causes justifiable enragement of the public, particularly landowners*” is increased (from max 400) to max all points for task for first offense, exclusion from competition for second offense.

Added penalty for breach of site protocol

An additional penalty is documented that can be applied in the event of a breach of site protocol at the Kaimais or Paeroas sites.

“Breaching site protocol in a way that jeopardises, or could jeopardise, our continued access to the Kaimais and Paeroas flying sites. This could include, but not is not limited to, failure to apply the appropriate gate protocols as briefed, smoking in private land, disturbing stock while not flying, lack of courtesy to land owners” : max all points for task for first offense, exclusion from competition for second offense.

This penalty can be applied to a pilot who has engaged the services of a non-flying helper (e.g. a driver) who causes the breach.