

LOCAL REGULATIONS

2026 Canadian National Paragliding XC Competition

FAI CIVL Category 2 Event - PG/HG Cross Country

July 3 - 9, 2026 | Golden, British Columbia, Canada

| | |
|------------------------|--|
| Event Name | 2026 Canadian National Paragliding XC Competition |
| Dates | 03 - 09 July 2026 |
| Alternate dates | None |
| Place | Golden, British Columbia (Mt. 7 North Ridge and surrounding XC area) |
| Country | Canada |
| Sanctioned by | Hang Gliding and Paragliding Assoc. of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) |
| Organizer | Canadian Paragliding Race Office (CPRO) |
| Webpage | www.cpgro.org |

CONTACTS

| NAME | RESPONSABILITY | CONTACT |
|---------------|------------------------|--|
| Norm Krcmar | Meet Director | norm@paraglidecanada.com |
| Micky Mann | Safety Director | manngeology@gmail.com |
| Moon Choi | Organizer | info@cpgro.org |
| David Wheeler | Score keeper | davidrwheeler@gmail.com |
| Scott Meikle | HPAC Competition Chair | seriallyscott@gmail.com |
| Martina Lang | HPAC Administrator | office@hpac.ca |

PROGRAM OVERVIEW

- July 3: Practice Day (Self-Organized Flying): All pilots must attend mandatory registration and orientation at 19:00 on July 3.
10:00 - 18:30: Practice flying (weather permitting)
Flying and transportation on July 3 are self-organized. While the event team may assist with informal coordination where possible, transportation is not guaranteed.
19:00: Registration and equipment check (on site). Mandatory for all pilots
19:30: Mandatory safety briefing. Attendance is required for participation
19:30: Welcome Dinner at HQ (CPRO-provided dinner)
- July 4-8: Competition Days (Official Tasks): Typical competition day flow is subject to weather conditions and task requirements.

- 07:30: Headquarters opens
- 08:15: Pilot briefing and tracker check at HQ
- 09:00: Transport to launch
- 11:45: Take-off window opens
- 21:00: Provisional results published
- July 8: Closing Ceremony & Awards
 - 19:00: Closing ceremony and podium presentations
 - 19:30: Farewell dinner at HQ (If July 9 backup day is not activated)
- July 9: Reserved as a weather contingency day. It may be activated if conditions align and allows for a fair extension of the championship. Refer to CPRO website for activation details. If activated, the closing ceremony will move to July 9. If not, the event concludes on July 8.

SELECTION AND REQUIREMENTS

- Maximum Number of Pilots: 100 pilots
- Eligibility Requirements
 - All pilots must meet the following requirements:
 - Valid FAI Sporting Licence
 - HPAC membership or HPAC temporary visitor membership
 - Minimum rating: HPAC P3 or internationally recognized equivalent
 - Proof of valid medical insurance
- Selection Criteria for Canadian National Pilots
 - Selection is based on WPRS ranking bands and standard FAI CIVL Category 2 eligibility criteria.
 - Within the same WPRS / CIVL eligibility band, priority is determined by timestamp order, as follows:
 - During the pre-registration phase: the timestamp of completed pre-registration recorded in the CPRO database.
 - Once CIVL registration opens: CPRO pre-registration closes, and selection priority is based on the CIVL registration timestamp.
 - A minimum of 30 places are reserved for full-time HPAC members holding a valid FAI Sporting Licence.
 - If fewer than 30 eligible Canadian national pilots register, unused places may be reallocated to non-national pilots.
- Selection Criteria for Non-National Pilots
 - Selection is based on WPRS ranking bands and standard FAI CIVL Category 2 eligibility criteria.
 - May be used as secondary ordering tools, where required.
 - Within the same WPRS / CIVL eligibility band, priority is determined by timestamp order, as follows:

- During the pre-registration phase: the timestamp of completed pre-registration recorded in the CPRO database.
- Once CIVL registration opens: CPRO pre-registration closes, and selection priority is based on the CIVL registration timestamp.
- Special Selection Criteria
 - Five (5) places are reserved at the discretion of the organizer (CPRO) for:
 - Competitive balance
 - International representation
 - Promotion of the event
 - Discretionary selections will not exceed 5% of total pilot slots

DOCUMENTS REQUIRED AT REGISTRATION

- FAI Sporting License
- Pilot's National licence and/or IPPI Card
- Signed application form
- Signed Release of liability / Waiver of Legal rights
- Passport or driver's license
- Proof of sufficient medical and travel insurance

INSURANCE REQUIREMENTS

- HPAC membership or HPAC temporary membership (provides third-party liability insurance)
- Medical insurance coverage
- Medical evacuation and repatriation coverage recommended

SERVICES PROVIDED

| ITEM | PROVIDED |
|---|----------|
| ID card & safety/contact information | Yes |
| Maps with take-offs, turnpoints, landings, restricted areas | Yes |
| Turnpoint files | Yes |
| Contest numbers | Yes |
| Toilets on take-off | Yes |
| Transport to take-off | Yes |
| GPS track-log download | Yes |
| Live-tracking | Yes |
| Opening ceremony | Yes |
| Closing ceremony | Yes |
| Briefings in English | Yes |
| Daily meteorology briefing | Yes |

MEDICAL SERVICES INCLUDED IN ENTRY FEE

- First Aid on take-off: Yes
- Nearest Hospital: Golden & District Hospital (250-344-5271)
- MEDICAL SERVICES AVAILABLE
 - First-aid on Launch: Yes
 - Helicopter rescue in the region: Yes
 - Typical helicopter attendance time: Approximate estimate of 60 to 120 min and only if 911 (the police, SAR, or the ambulance) determines required.
 - Mountain Rescue Provided by Golden & District Search and Rescue (<https://golden.vr-sar.org/>) only via 911 E-COMM dispatch.
- EMERGENCY RESPONSE PLAN (ERP) - Copy of ERP available for download at www.cpgro.org

1. PURPOSE & SCOPE

This Emergency Response Plan (ERP) defines the procedures, responsibilities, and communication protocols for managing emergencies during the 2026 Canadian National Paragliding XC Competition in Golden, British Columbia (July 3–9, 2026).

This plan follows:

CPRO Safety Rules

HPAC SOPs

FAI Sporting Code Section 7A

BC Search and Rescue (BCSAR) best practices

This ERP applies to:

All competition staff and volunteers

All pilots

All launch, HQ, retrieve, and landing zone operations

2. KEY SAR ACTIVATION REQUIREMENTS

Primary activation pathway:

Call 911

E-Comm answers the call

Caller selects Police

Police determine whether SAR is required

If required: Police → EMCR

EMCR → SAR team (e.g., GADSAR)

Important notes:

SAR may be activated by Police, BCEHS, or Parks Canada

BCEHS triage sequencing may delay SAR activation
Police activation is preferred
Courtesy contact with SAR is permitted only after 911 confirms SAR tasking
The Safety Director (SD) may contact local SAR only after 911 activation is confirmed

3. PRE-EVENT PREPARATION

Before Day 1:

Conduct risk assessments for launch, LZs, XC routes, and retrieve roads

Identify helicopter landing zones and staging areas

Confirm emergency contacts

Verify radio frequencies

Ensure tracking systems function (primary and satellite)

Confirm Medical Lead and medical equipment

Ensure staff understand SAR activation rules

Review backcountry language for dispatch

Provide all staff with copies of this ERP

Conduct at least one tabletop emergency simulation

4. COMPETITION COMMAND ROLES (EMERGENCY)

- Meet Director (MD): Overall event authority; supports SD; may stop or cancel tasks; ensures compliance
- Safety Director (SD) – Incident Commander. Leads all emergency actions; full authority until SAR arrival; coordinates rescue, communications, and volunteers; transfers command to SAR upon arrival and remains liaison
- Rescue Coordinator (RC): Executes SD orders; attempts pilot contact; deploys volunteers only in safe terrain; never into high-angle, water, or unstable environments
- Communication Coordinator (CC): Manages radios and tracking dashboard; confirms coordinates, last-known position, speed, and movement; maintains incident log; tracks missing or overdue pilots
- Field Transport Coordinator (FTC): Manages retrieve routes; maintains access; supports ambulance and SAR pickups
- Medical Lead: Provides casualty care; performs triage; advises SD on EMS or helicopter need
- Air Marshals: Observe in-flight behavior; report abnormalities; provide visual confirmation when safe

5. RADIO FREQUENCIES

Safety Channel 1: 145.440 MHz (Preliminary frequency. TBD)

Safety Channel 2: 144.800 MHz (Preliminary frequency TBD)

Pilot Channel: TBD

Field Transport Channel: TBD

Airband: TBD

6. STANDARD EMERGENCY RADIO CALLS

- MAYDAY, MAYDAY, MAYDAY

Life-threatening emergency → Automatic 911 activation

- PAN-PAN, PAN-PAN, PAN-PAN

Urgent, non-life-threatening situation

- DITCHING, DITCHING, DITCHING

Any water landing → Automatic 911 activation

- CRASH, CRASH, CRASH

Ground impact suspected

7. TRACKING & COORDINATES

- Primary live tracking: Flymaster Live
- Satellite tracking (2 min): Garmin inReach
- SAR coordinate format: WGS84 decimal degrees (5 decimal places)
Example: 51.246771, -116.847812

- Important inReach note:

After inReach SOS activation, updated GPS coordinates are transmitted through IERCC → 911 only. Event staff do not receive further updates directly.

8. INCIDENT RECOGNITION

- Incidents may be identified via:
 - Radio calls
 - Tracking stops or SOS activation
 - Visual observation
 - External reports (911, Police, GADSAR, public)
 - Overdue or missing pilots (e.g. Missing mandatory check-in)
- Initial actions:
 - SD acknowledges the incident
 - CC retrieves coordinates and tracking history
 - Nearby pilots or Air Marshals confirm visually if safe
 - SD determines whether response is internal or requires 911
 - SD declares incident response pathway

9. INCIDENT COMMAND & SAR POLICY

- SD is Incident Commander until SAR arrives
- RC is second in command

- Command transfers automatically to SAR upon arrival
- Internal checks must never delay 911 activation
- If in doubt: Call 911
- inReach SOS activation is equivalent to 911 activation

10. AUTOMATIC 911 ACTIVATION CRITERIA

- Activate 911 immediately for:
 - No movement >5 minutes with no contact
 - Tree landing with no contact >5 minutes
 - Any water landing
 - High-angle terrain incident
 - Reserve deployment with unknown status >5 minutes
 - Suspected serious injury
 - Missing pilot >15 minutes
 - Unsafe terrain for internal rescue
 - inReach SOS activation
 - Glider on ground not rosetted >5 minutes
- Helicopter timing note:
 - In July, typical SAR helicopter latest workable activation time is 18:00.
 - If an internal rescue may extend into late afternoon, activate SAR early to avoid losing helicopter availability.

11. SIMPLIFIED RESPONSE WORKFLOW

- Make Safe: Secure area, prevent secondary accidents
- Locate & Assess: Confirm coordinates, contact, visual confirmation
- Decide: Volunteer response or 911 activation
- Communicate: SD coordinates; RC assists; CC logs all times
- Treat & Transport: Medical Lead stabilizes; EMS/SAR extract
- Document & Debrief: Incident report and briefing
- inReach SOS: Volunteers must not pursue frozen coordinates unless directed by SAR

12. SPECIAL PROCEDURES

- Tree Landing: Pilot secures with sling; no untrained climbing. Call 911 if height >15 m, instability, injury beyond first aid, or risk of exposure or suspension trauma.
- Water Landing: Automatic 911 activation. No volunteer water entry.
- High-Angle Terrain: Volunteers never enter. Rope rescue is SAR only.
- Missing Pilot: Missing >15 minutes → 911 activation.

13. MEDICAL & EVACUATION

- Local Hospital:
 - Golden Hospital (250-344-5271)
- Primary Trauma Centres:
 - Kelowna General Hospital
 - Calgary Foothills Medical Centre

14. MANDATORY EMERGENCY EQUIPMENT

- Pilot:
 - Primary live tracker (provided by CPRO)
 - Garmin inReach (pilot must bring own)
 - VHF radio (pilot must bring own)
 - Mobile phone (pilot must bring own)
 - Emergency contact card (issued at registration)
 - Tree-landing sling kit (pilot must bring own)
 - Power bank \geq 5,000 mAh + spare cable (pilot must bring own)
- Incident Command / Rescue Team:
 - First-aid / trauma kits
 - VHF radios
 - Mobile phones
 - Rigging support equipment
 - Arborist tools (ground use only)
 - Bear deterrent

15. DOCUMENTATION & REVIEW

- SD completes incident report
- Same-day debrief conducted
- Lessons shared at next pilot briefing

16. EMERGENCY CONTACTS

- Emergency (Police / Fire / Ambulance): 911
- GADSAR: via 911 only
- RCMP Golden: 250-344-2221
- Golden Hospital: 250-344-5271
- Kamloops FIC: 1-866-541-4101
- Alpine Helicopters (Golden): 250-344-7444

17. EMERGENCY COMMUNICATION REFERENCE

17.1 Internal Communications

- Callsigns:
 - Competition pilot: Pilot number (e.g. Pilot 354)
 - Air Marshal: Marshal ID (e.g. Alpha Mike 2)
 - HQ staff: Role title

Example - Mayday Call

Caller: "Mayday, Mayday, Mayday, this is ____"

IC: "This is Incident Command. All pilots cease transmissions. What is your emergency?"

Example - Tree Landing

Caller: "TREE, TREE, TREE..."

IC confirms location and visual reference

Example - Task Stop

"All pilots, this is Safety Director. Stop task. Helicopter inbound.

Land safely as soon as possible. Secure your canopy."

17.2 Safety Channel Reporting Format

- Every report follows this order:
 - LOCATION
 - Coordinates (WGS84, 5 decimals)
 - Landmark description
 - Terrain description
 - Altitude (if known)
 - WHAT HAPPENED
 - Crash / Tree landing / Medical / Missing pilot / Water landing
 - INJURY STATUS
 - Conscious? Breathing?
 - Major bleeding?
 - Mobility?
 - SAFETY HAZARDS
 - Wind, rotor, visibility, high-angle terrain
 - Unsecured wing
 - Power lines, water, wildlife, loose rock, traffic
 - RESOURCES NEEDED
 - Internal: walk-in, 4x4/ATV, first aid, rope team
 - External: 911 activation

911 (E-COMM) CALL – DOs & DON'Ts

- DO

- State nature of emergency
- Provide exact location
- Describe injuries
- Describe terrain and access
- Provide caller identity and callback number
- DO NOT
 - Request specific assets
 - Suggest SAR tactics
 - Speculate
 - Delay the call
 - Discuss airspace clearing unless requested by SAR

VENUES

Headquarters: Golden Riverfront Campground, 872 McBeath Rd, Nicholson, BC, Canada
Main Take-off: Mt. 7 North Ridge, Golden, BC, Canada

AIRSPACE AND OTHER RESTRICTIONS

G Class & unrestricted approximately 35 km north and south of the main launch

Class E from 2200 ft to 18,000 ft RNAV routes north and south of take-off

Class B above 12,500 ft south of take-off

For more information: <https://airspace.canadarasp.com/>

LIVE TRACKING

Is live-tracking mandatory: Yes

Trackers provided by organizer: Organizer provides Flymaster Live Tracker

Is GPS satellite 2-way messaging tracker Mandatory (i.e. Garmin Inreach or equivalent): Yes

Pilot shall bring his satellite 2-way comm tracker: Yes

Dedicated person assigned to watch live tracking: Yes

COMPLAINTS AND PROTESTS

As per FAI Sporting Code Section 7 and 7A.

The protest committee will consist of three competitors to be chosen before the first task.

EVENT GOVERNANCE, PILOT REQUIREMENTS & SAFETY RULES

(Most up-to-date version published and available for download on CPRO website at www.cpgro.org)

- COMPETITION CATEGORIES (Details updated on CPRO website at www.cpgro.org)
 - Overall: 1st-3rd
 - Canadian Overall: 1st-3rd
 - Women: 1st - 3rd

Sports Class (EN-C and below): 1st- 3rd
CPRO: 1st-3rd

- **ELIGIBILITY & PILOT REQUIREMENTS**

Licensing & Membership

Pilots must hold:

A valid FAI Sporting Licence

HPAC membership or HPAC temporary visitor membership (foreign pilots)

Glider Requirements

Gliders must be EN-certified or CCC-rated

Must be flown within the manufacturer's approved weight range

Must be suitable for mountain flying

- **Pilot Experience & Skills**

Minimum recommended rating: HPAC P3 or internationally equivalent

Regardless of rating, pilots are expected to:

Have substantial mountain flying experience

Be current and proficient

Be proficient and confident collapse prevention, recognition, and recovery skills

Recent SIV training is strongly recommended

Pilots must be comfortable flying in high-altitude alpine terrain with strong thermals

Pilots must be capable of independent in-flight decision-making and risk assessment

- **Required Documents**

Proof of HPAC membership

Valid FAI Sporting Licence

Proof of valid medical insurance

Photo identification

Emergency contact information

- **AIRSPACE & ALTITUDE**

Maximum competition altitude: 12,500 ft ASL

CAR 602.31 oxygen rules apply:

10,000 ft for more than 30 minutes, or

13,000 ft at any time

No entry into controlled airspace except Class E with appropriate HAGAR endorsement

All pilots must observe NOTAMs

- **CLOUD FLYING RULE**

1. Prohibition

Cloud flying is strictly prohibited.

Any cloud entry, whether intentional or unintentional, immediately terminates the pilot's task for the day.

A pilot who has entered cloud is not authorized to continue the task.

2. Definition (Cloud = Terrain)

Cloud is defined as terrain

Any penetration of cloud, including thin, wispy, or forming cloud, constitutes cloud entry

Cloud entry is treated as terrain contact

3. Observable Standard & Determination

- Cloud entry may be determined using corroborated evidence, including:
 - IGC flight data (position, altitude, time)
 - Air Marshal observations (ground-based or airborne)
 - Video or photographic evidence
 - Meteorological observations
 - Visibility standard (observer): If an observer cannot maintain full visual contact with the glider due to cloud interference (including reduced colour intensity, contrast, or silhouette clarity), cloud entry is deemed to have occurred. Partial obscuration counts.
 - Visibility standard (pilot): If the pilot's forward or peripheral vision is reduced below clear, unobstructed sky, even briefly, cloud entry has occurred.
 - The Organizer relies on corroborated evidence. The acceptance, weighting, and interpretation of evidence rests solely with the Organizer and is final for competition purposes.

4. Pilot Responsibility & Margin Expectation

- Pilots are expected to maintain sufficient skill, judgment, and safety margin to avoid cloud entry entirely.
- Cloud entry is treated as a margin failure and is not excused by lack of intent.

5. Mandatory Self-Reporting

- If you enter cloud, you must:
 - Immediately terminate the task for the day
 - Land as soon as practicable
 - Report the incident to HQ
- Continuing flight after cloud entry is not permitted.

6. Why Immediate Landing Matters

- Continuing to fly after cloud entry may create unsafe behavioral norms or perceived competitive advantage.
- Immediate landing provides a clear signal that cloud entry confers no advantage.

7. Sanctions

- First cloud entry (voluntarily self-reported):
 - Task ends immediately for that day
 - No score for the day
- Failure to self-report or continued flight (including first offence):
 - Immediate disqualification
 - Formal report to CIVL and the pilot's NAC
- Second cloud entry (any time during the event):
 - Immediate disqualification
 - 24-month ban from all CPRO events
 - Formal report to CIVL and NAC

8. Safety Note

In rapidly changing conditions, a pilot who believes they may have entered cloud must exit immediately, land safely, and report to HQ. Sanctions still apply.

9. Inadvertent Cloud Contact (Exceptional Circumstances)

In rare and exceptional cases of rapid local cloud development, the Organizer may apply a reduced sanction at their sole discretion, based on convincing objective evidence.

- Objective evidence may include:
 - Corroborated IGC data
 - Air Marshal observations
 - Video or photographic evidence
 - Independent meteorological observations
- Pilot testimony alone is not sufficient.
- Eligibility requires:
 - Immediate cloud exit
 - Full compliance with self-reporting
- In all cases:
 - Task is terminated for the day
 - Landing safely at the earliest opportunity is mandatory
 - Continuing the task is never permitted

- **INCIDENT ASSISTANCE & COMPENSATING SCORES**
(Refer to FAI Sporting Code Section 7A §5.5.1)

- Purpose

A compensating score may be applied when a pilot limits or abandons competitive flight to assist at a crash or serious incident, so the pilot is not penalized for acting in the interest of safety.
- When It Applies
 - Landing, deviating, or limiting flight to provide assistance
 - Action is clearly safety-motivated
 - HQ / Safety is notified as soon as practicable
- Evidence Used
 - IGC tracklog
 - Radio or satellite communications
 - Safety Team / Air Marshal reports and corroborating witnesses
- Calculation
 - Default method: average day-weighted score based on previous valid tasks
 - Verification by Scorer and Meet Director
 - Meet Director may apply alternative fair adjustment consistent with GAP principles
- Pilot Obligations
 - Prompt reporting
 - Compliance with Safety instructions
 - Compensating protection applies only while assistance limits competitive flight
 - Competitive flying after release may reduce or negate protection
- Rationale: This rule preserves safety culture while preventing abuse through post-assistance competitive advantage.
- MANDATORY EQUIPMENT
 - Reserve parachute
 - EN 966 helmet (or equivalent)
 - Mobile phone
 - 2 m VHF radio
 - Tree-landing kit
 - Power bank \geq 5,000 mAh
 - Tracking:
 - Flymaster competition tracker (provided)
 - Garmin inReach or equivalent satellite tracker with 2-minute tracking enabled (pilot must bring their own)
- TASKING
 - Task Committee: Minimum 3 Pilot Advisors + 1 CPRO Advisor

- Final approval by Safety Director
 - Formats: Race to Goal, but may adopt other FAI CIVL GAP compliant scoring in certain conditions.
 - Weather, airspace, and safety assessed before task release
- LAUNCH & LANDING
 - Primary launch: Mt. 7 North ridge
 - Backup launch: Mt. 7 Lower
 - Primary LZ: Golden Riverside Campground
 - Avoid private and agricultural land (No landing files on CPRO website for download)
 - Secure gliders promptly after landing
- LAUNCH GROUP STRUCTURE
 - General
 - Five launch groups (1 = highest priority → 5 = lowest)
 - Defines entry priority, not mandatory launch timing
 - Groups published daily with task information (Available the evening before the task on CPRO website)
 - Day 1:
 - Groups seeded using WPRS, evenly distributed
 - Day 2 and Onward (Marshal-Rated)
 - Based on launch behavior and cooperation, not results:
 - Inflation control
 - Time occupying launch
 - Responsiveness to marshals
 - Willingness to step aside
 - Impact on launch flow
 - Groups may improve or decline daily.
 - Entry & Deferral Rules
 - Enter launch only when group is called
 - Declining launch moves pilot to back of group
 - Repeated deferrals cascade pilot backward
 - No penalty beyond loss of launch priority
 - FAI Push Rule
 - If conditions are suitable and a pilot delays, a “Push” may be issued
 - Pilot must launch within ~60 seconds or vacate launch
 - Aborted launches must clear launch immediately
 - Inflation Attempt Limits
 - Max 3 attempts per cycle

- Escalating reassignment through groups
 - Launch Director may intervene at any time
 - Safety Overrides
 - Safety Director has full authority to:
 - Reassign pilots
 - Modify groups
 - Suspend or close launch
- RETRIEVE & CHECK-IN
 - Only official retrieve vehicles permitted unless approved by HQ
 - inReach tracking required if using alternate transport
 - Flymaster tracker return by 20:00
 - Penalties apply for late or missed check-in
- GENERAL SAFETY RULES
 - Daily pilot briefings are mandatory
 - Tasks may be stopped, modified, or cancelled at any time for safety
 - All incidents must be reported to organizers and HPAC within 7 days
 - Alcohol, cannabis, and impairing substances are strictly prohibited
 - Pilots must be physically and mentally fit to fly
 - Reckless or unsafe flying may result in penalties or disqualification
 - All organizer instructions, airspace rules, and site rules must be followed
- SCORING
 - Scoring per FAI/CIVL GAP and FAI Section 7A
 - Official scorer: David Wheeler
 - Flymaster IGC files used automatically
 - Backup IGC-capable device required\
- COMPLAINTS & PROTESTS
 - Complaints: within 1 hour of score posting
 - Protests: within 2 hours of complaint decision
 - Jury follows FAI procedures
- LAND, WILDLIFE & COMMUNITY RESPECT
 - Flying occurs on the traditional and unceded territories of the Ktunaxa and Secwepemc Peoples.
 - Pilots must respect landowners, livestock, railways, wildlife, and use bear-safe practices at all times.

- PILOT SAFETY, CONDUCT, AND COMPLIANCE
 - Fitness to Fly: Fatigue, illness, dehydration, medication effects, or any form of impairment that may affect safe flight must be self-assessed conservatively by each pilot. Pilots are expected to withdraw from a task, landing area, or continued flight if they are not fit to continue safely at any time during the event.
 - Flight Conduct and Risk Management: Dangerous or reckless flying is strictly prohibited. This includes, but is not limited to, flying excessively close to terrain, flying too close to other pilots, or operating in conditions beyond reasonable personal limits or known site-specific limits. Such behavior may result in penalties, task invalidation, or disqualification at the discretion of the Safety Director and Meet Director.
 - Compliance with Organizer and Safety Directives: All pilots must comply at all times with organizer instructions, safety directives, airspace limitations, local site rules, and any temporary restrictions or emergency instructions. Failure to comply may result in penalties, task invalidation, or removal from the competition.

End of Document