



# BRITISH CROSS COUNTRY PARAGLIDING COMPETITION RULES

## Document History

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## Terms and Abbreviations

BHPA – British Hang Gliding & Paragliding Association

Comps Panel - BHPA Paragliding Competitions Panel

XC – Paragliding Cross Country

Acro – Paragliding Acrobatics

H&F – Paragliding Hike & Fly

Championships – British Cross Country Paragliding Championship event

BWO – British Winter Open event

Opens – any Open event which is not the Championships (e.g. BWO)

BST – British Sports Trophy

BCC - British Club Competitions

MD – Meet Director

FAI - Fédération Aéronautique Internationale

ASC – Air Sport Commission. An FAI entity governing a particular air sport discipline

CIVL – Commission Internationale de Vol Libre. (CIVL Hang Gliding & Paragliding Commission) is the FAI ASC for hang-gliding and paragliding.

Cat 2 = FAI Second Category event

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## 2 DOCUMENT PURPOSE, SCOPE AND GOVERNANCE

### 2.1 Purpose

Define the rules which govern the running of British Cross Country Paragliding Competitions in accordance with the objectives of the BHPA Cross Country Paragliding Competitions Panel (Comps Panel) as defined in its Constitution.

### 2.2 Scope

Championships, Open and British Sports Trophy events.

### 2.3 Governance

The Comps Panel Rules Officer is responsible for maintaining this document.

Major revisions require approval by simple majority vote of the Comps Panel.

Minor revisions require approval by the Comps Panel Chair, Safety Officer and Competition Operations Officer only.

## 3 PRINCIPLES

### 3.1 Basis and Authority

British Paragliding competitions are run as CIVL Second Category (Cat 2) events based on the General Section and Section 7 of the FAI Sporting Code and refer to the latest published edition at the date of approval of this document. FAI CIVL document repository <http://www.fai.org/civil-documents>.

This document takes precedence if a discrepancy arises with the FAI documents.

### 3.2 Purpose

The purpose of the British Paragliding competitions is to provide a sporting, fair, competitive and safe contest, in order to determine event and Championship winners and to reinforce friendship among competitors and pilots from visiting nations.

### 3.3 Safety

All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competitions, and to ensure that they do not act in any way that might endanger themselves or other pilots during an event.

### 3.4 Liability

It is a condition of entry to the British Paragliding Open competitions for all pilots to accept without restriction to hold the Organisers and BHPA Paragliding Competitions Panel free from liability and waive all claims to compensation.

## 4 SPORTING BEHAVIOUR AND ABUSE

As per FAI CIVL regulations.

## 5 EVENTS

Each British Competition is run as an Open FAI category 2 event and will have an “Open Competition” winner.

One event in the season will be designated as the “British Championship” and the British winner of this will become the British Paragliding Champion.

### 5.1 British Championship Validity

The British Championship is valid for the purposes of awarding championship titles if the sum of the day validity scores is equal to or more than 1500 points, as determined by the authorised scoring formulas

### 5.2 Duration

Typically one-week events with 6 or 7 task days, registration will take place on the day before the first task. The award giving ceremony will normally be on the last day of the competition. The last day is a full competition day.

For example for a 7 task event with registration on the Saturday, first task on the Sunday it will run until the following Saturday with award giving following the final task.

### 5.3 Number of Participants

The maximum number of pilots participating in any round is set by the MD, with the approval of the Comps Panel Chair (or deputy), and with reference to site, expected pilot quality, anticipated weather conditions and CIVL regulations.

### 5.4 Late Arrival

Pilots who will arrive late for registration should contact the organisation to ensure that their place remains available. Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the Participant requirements below.

### 5.5 Allocation of places to British Pilots

In accordance with FAI rules for “Open” Cat 2 events, a proportion of places may be allocated to British Pilots with the remaining being reserved for Pilots from other nations until a defined period before the start of the event. After this date places will be filled at the discretion of the MD.

## 6 LOCAL RULES

Local rules are regulations prepared by the MD or TD and are communicated during the general/ safety briefing with any new/ variation of local rules communicated through task briefing.

Local rules will be documented in a manner defined and communicated by the MD and may, for example, include documentation on the event website, a notice board or an official social media communication channel.

## 6.1 EMERGENCY RULES

Emergency rules are those introduced or changed during an event.

Any such rule will be written down, and referenced on the task board each day that it is in force.

Any such rule may not be retroactively applied.

### 6.1.1 For Safety Reasons

The MD, with the approval of the Comps Panel Chair (or deputy), may amend any existing rule(s) or introduce new rule(s) at any time during an event to address unforeseen problems which are deemed to pose a threat to pilot safety.

### 6.1.2 For Sporting Reasons

The MD may propose amendment to existing or introduce new rule(s) due to sporting reasons which will be put to pilot vote at a Task/ General Briefing before implementation. Pilot approval is by simple majority.

## 7 PILOT QUALIFICATION

### 7.1 Pilot Identification

The identity of a pilot will be proved by an identification document issued by or on behalf of the government of the pilot's country or country of residence according to FAI Section 7 rules.

### 7.2 Entry Standards

A competing pilot has to be qualified to meet the standards set for a British Paragliding competition event and should be familiar and competent in the use of advanced glider control techniques.

### 7.3 Entry Requirements General

All Pilots must hold the following

- BHPA P or AP rating or International license with IPPI card level 4 or 5
- One of the following:
  - British FAI card (Championships and Open Series)
  - International FAI card (Open)
- GPS which records a 3D track log, 3D track logs are mandatory.

### 7.4 Entry Requirements: Championships & Open events

Generally pilots as a minimum must have:-

- Made a 50km flight to goal in a FAI competition in the last 2 years OR
- Made a 100km XC flight in the past 2 years

If in doubt please contact the organisation with full declaration of your experience for acceptance.

### 7.5 Entry Requirements: British Sports Championships event

Generally pilots as a minimum must have:-

- Previous Competition Experience in the prior 3 years (for example FAI Cat2, BP Cup, GWO, Chabre Open, etc), and have finished in the top 50% of the rankings of that event.

If in doubt please contact the organisation with full declaration of your experience for acceptance.

For new UK pilots precedence will be given to those that have recently competed in the BP Cup (British Paragliding Cup).

It is also highly recommended that all pilots have completed a wing control/SIV course.

#### 7.6 Qualification as “British”

For entry into the British Paragliding Championship the pilot must hold a UK FAI sporting licence issued by the BHPA. These must be obtained prior to the start of the first event that the pilot will compete in. If the pilot already holds a Sporting Licence at the time of registration, it must have been issued by the BHPA in order to obtain any advantage offered to British pilots, such as early registration, discounts etc,

#### 7.7 Right to Refuse Entry

The organisers reserve the right to refuse entry to any pilot and will provide explanation for any such refusal.

#### 7.8 Pilot Selection for Events

If an event is oversubscribed a pilot selection criteria will be applied for both British and pilots from other nations. The selection criteria is normally based on WPRS Ranking or a first registered/payed basis. The selection criteria will be published as part of the registration information for the event.

#### 7.9 Wildcard Entry

The Comps Panel may award up to six (6) wildcard entries per event at its discretion, regardless of qualifying criteria.

#### 7.10 Age Limits

Any pilot who is under 18 years of age must have their parents or legal guardians in attendance.

#### 7.11 Female Places

A proportion of places (typically 15%), as defined in the event description, are reserved for female pilots up until 60 days prior to the event start. Thereafter they may be awarded to male pilots if they are not filled.

#### 7.12 Health Insurance/ Cover

It is each participants responsibility to have a valid medical health care cover/ insurance (covering all hospital expenses, rescue and repatriation\*) specifically covering paragliding competition events.

A statement from your insurance company, in English language, must be shown at registration, proving the participant has met the insurance requirements and including 7 day, 24hour contact number in case of incident.

If insurance details are not available the pilot will lose their place to a pilot in the event.

\*Pilots that are resident in the country where the event is hosted are excluded from the requirement for Medical evacuation and repatriation insurance. For example: For UK based events, UK residents are excluded from the identification requirement for Medical evacuation and repatriation insurance.

#### 7.13 Third Party Liability Insurance

- It is each participants responsibility to have proof in English of third party liability insurance (Euro 750k minimum)

### 8 GLIDER CLASSES

Recognised classes are gliders certified to LTF/DHV, SHV, EN or CCC standards. Entry to some competitions may be limited to gliders that achieve a certain rating or lower.

#### 8.1 Glider Classes

As per FAI CIVL regulations plus:

- **Reynolds Class** is for any glider with a maximum certified weight of less than or equal to 95kgs (all gliders must be flown within certified weight range).

## 8.2 Changes to Gliders

Certified gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested will not be allowed in the competition.

## 8.3 Glider Checking

A glider may be checked at any time throughout the competition by MD or their delegated authority. After protest or incident gliders will be inspected. It is always the pilot's responsibility to prove that the wing conforms to certification requirements, and that the pilot is flying within the certified weight range. The pilot must provide manufacturers diagrams and certificates if required to do so. Failure to meet certification requirements may result in disqualification of the pilot from the competition.

# 9 AWARDS

## 9.1 Award Category Qualification

The number of awards in each class will be calculated as follows:

Number in Class	Number of awards
8+	3
5+	2
2+	1
1	0

Other awards may be presented at the discretion of the MD.

## 9.2 Competition Class by Event Awards

Competition Class	British Championship	British Open	British Sports Event
Overall	Y	Y	
Serial	Y	Y	
Sports	Y	Y	Y
Reynolds	Y	Y	Y
Female	Y	Y	Y
British Overall	Y	Y	
British Female	Y	Y	Y
British Sports	Y		Y
British Newcomer	Y		

The British Overall and British Female Champions are awarded to the 1<sup>st</sup> place in each category at the British Championship event.

The Best British Newcomer is awarded at the Championships to the highest ranked British pilot competing in the Championships for the first time.

## 9.3 Maximum Number of Awards

Subject to attendance criteria as per sections 9.1 the maximum number of awards

Competition Class	British Championship	British Open	British Sports Event
Overall	3	3	3
Serial	3	3	0
Sports	3	3	0
Reynolds	3	3	3
Female	3	3	3
British Overall Champion	1	0	0

British Overall <sup>1</sup>	9	3	0
British Female Champion	1	0	0
British Female <sup>1</sup>	2	3	3
British Sports Champion	0	0	1
British Sports	3	3	2
British Newcomer	1	0	0
Total	32	24	15

1. Where British Overall and British Female Champions awarded the remaining places start from 2<sup>nd</sup> position.

## 10 REGISTRATION

### 10.1 Payment

If a pilot has given their credit card number to the organiser in order to pay their entry fee, it will be debited immediately.

### 10.2 Cancellation of a registration by a pilot

For each entered competition, any pilot who cancels their registration will be given refunds as follows:

- Cancellation date more than 60 days before competition start date – 75% refund
- Cancellation date between 60 and 30 days before comp start – 40% refund
- Cancellation date less than 30 days before comp start – 0% refund

The following caveats apply:

- Any pilot proving (with medical certificate) incapacity to compete through illness should contact the organiser as soon as possible, any refund if appropriate will be decided by the Organisation.
- Refunds will NOT be issued to ill/injured pilots cancelling within 7 days of the start of a competition regardless of personal circumstances, rather pilots should contact their travel insurance provider for advice on any compensation due.
- The percentages apply to the 'normal' registration fee less any early payment or multiple event discounts given.

### 10.3 Cancellation of a Competition by the Organisation

Cancellation by the organisation e.g. due to Covid19 interference etc

In the event the organizers deem it necessary to cancel, relocate, or reschedule the competition entrants will be entitled to a partial refund. This will be on the scale as follows:

- Up to 30 days before the first official event day: 100% less a £25/30€ admin charge
- Between 30 and 7 days before the first official event day: 75% refund
- Less than 7 days before the first official event day: a lesser percentage to be determined. This lesser percentage will be the balance of funds once any costs incurred by the local organiser have been deducted.

## 11 ORGANISERS AND COMMITTEES

### 11.1 Meet Director (MD)

The Meet Director is responsible for the successful management of the event, assisted by other officials

### 11.2 Technical Delegate (TD)

A Technical Delegate:

- Is responsible for advising the MD all sportive aspects of the competition
- ensures that the rules are applied correctly

- Is a member of the Task Committee.
- May *initiate* a penalty and inform the meet director before application.

### 11.3 Task Committee (TC)

The Task Committee consists of:

- A Comps Panel representative as appointed by the Comps Panel Chair (or deputy)
- The TD
- Two pilots with good local knowledge chosen by the TD
  - Where the event includes Sports category. One of these pilots must have a good knowledge of fairness and safety for Sports class wings (need not be competing on a Sports wing them self)

This task committee must unanimously agree the task, considering all sporting and safety issues, and propose to the MD. The MD will consult with the SR and will approve or request Task Committee to address concern.

### 11.4 Safety Committee (SC)

The Safety Committee consists of:

- The Safety Representative (SR)
- The Task Committee

The SC will review any incidents occurring during the event and report to the MD.

### 11.5 Safety Representative (SR)

The SR is the Comps Panel Safety Officer or nominated deputy.

The SR is permitted to be a pilot competing in the event.

## 12 BRIEFING

### 12.1 Safety/ General Briefing

All competitors must be present at the safety/ general briefing that takes place at the request of the Organiser. The main information of this briefing must also be displayed on information boards.

### 12.2 Task Briefing

The task briefing will be held at the take-off area and it is the responsibility of all competing pilots to be present. All technical data specified during this briefing is displayed on the briefing board.

### 12.3 Window Opening

The window can be opened a minimum of 15 minutes after the end of the task briefing. In case of a re-briefing, the delay of 15 minutes can be reduced. Changes to task timing of a task already set only require a minimum of 5 minutes to window open.

### 12.4 Pilots' Responsibility

It is the pilots' responsibility to remain informed through the briefing or by consulting the official board put up for this purpose.

### 12.5 Language Requirements

All competing pilots must be able to understand and communicate in English in order to be fully aware of safety and task briefings. If they cannot then they must provide an interpreter to translate for them.

## 13 RESULTS

### 13.1 Provisional Results

A provisional result list will be communicated as soon as possible after each task via the mechanism defined in event details (usually posted on the official website). Provisional results for the last task and overall results will be posted as soon as possible after the last task, and at least 30 mins before the Award Giving Ceremony.

If a complaint is received MD will declare 'results under challenge'.

When the complaint has been addressed results will be re-published as 'second provisional'. A new complaint period starts with complaints limited to the effect of amended provisional results i.e. a second round complaint cannot be raised for any matter which did not change between first and second provisional results.

At the end of the complaint (or second complaint) period the provisional results must either be held pending the result of complaint/ protest, or be approved and signed by the MD.

After MD signature no further corrections can be made.

This may be extended by the MD in exceptional circumstances.

## 14 COMPLAINTS, PROTESTS AND APPEALS

As per FAI CIVL regulations with the following exceptions:

Complaints, protests and appeals must always be made in writing, in English, verbal complaints are not accepted.

### 14.1 Complaints

Complaints must be raised within two hours (the 'complaint period') after posting of provisional results.

### 14.2 Protests

Protest must be submitted to the TD within two hours (may be extended by the MD in exceptional circumstances) of MD's ruling on complaint.

Protests must be accompanied by the protest fee £30 (or local equivalent). The fee will be refunded if the protest is upheld.

Protest Committee (local terminology equivalent to "Jury" in FAI regulations) will constitute the TD plus two members of the Comps Panel (excluding the Chair and MD) selected by the TD. Should there not be two Comps Panel members eligible to be part of the Protest Committee then nominations will be sought from the competing pilot community.

Any member of the Protest Committee must recuse themselves where a conflict of interest arises. A replacement Protest Committee member will be elected for the duration of the protest where conflict exists.

### 14.3 Appeal

Appeal fee £50 (or local equivalent). The fee will be refunded if the appeal is upheld.

Appeals should be directed to the Comps Panel Chair or Vice-Chair.

Appeal Committee will constitute two Comps Panel members not involved in the original protest decision. If unavailable, replacements will be sought with reference to the BHPA Competitions Committee.

## 15 FLYING AND SAFETY REGULATIONS

### 15.1 Compliance with Law

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

### 15.2 Airspace

As per FAI CIVL regulations plus:

- Pilots must be fully conversant with air law and must have a mechanism to know their position relative to airspace and comply with air law during the entire flight.

### 15.3 Flight Limitations

As per FAI CIVL regulations plus:

- Any manoeuvre hazardous to other competitors or the public is prohibited.

### 15.4 Damage to a Competing Glider

As per FAI CIVL regulations plus:

- MD may allow resumption of the original glider when it is retrieved or repaired.

### 15.5 Protective Equipment

Harness, helmet and reserve as per FAI CIVL regulations except:

- A single reserve parachute is acceptable

### 15.6 Fitness

As per FAI CIVL regulations plus:

- MD may ban a pilot from launching if considered unsafe for them to do so.

### 15.7 Collision Avoidance

As per FAI CIVL regulations

### 15.8 Turn Direction

The MD will inform each day the direction of all 360° turns in front of take-off, within a given area and time. Failure to comply with the turn direction will incur a penalty.

### 15.9 Cloud Flying

Cloud flying is prohibited and will be dealt with as per FAI CIVL regulations.

### 15.10 External Aid to Competitors

As per FAI CIVL regulations except:

- Pre-fliers requirement to land is at MD discretion
- GPS live tracking is not considered an external aid.
- Use of radio, phone or other communications other than as defined in section 15.11 is regarded as External Aid to Competitor and is prohibited

### 15.11 Communication Equipment

Appropriate radios (as defined in the event details and/or local regulations) must be carried in flight by all participating competition pilots and radios may only be used in the air for safety reasons.

The Organiser of the event will announce an official safety frequency.

For retrieval the Organiser may announce one or more frequencies.

The Organiser is not responsible for pilots flying without a radio.

Voice activated microphones (VOX operated) are not allowed and must be deactivated.

## 15.12 GPS

Live Trackers issued by the organisation will be the primary source of task evidence and validation.

Each pilot must be equipped with at least one backup GPS with the ability to record a 3D track log which will be used if the Live Tracker evidence needs to be validated.

Pilots must bring their GPS to Report-back after the task in order to download their tracklogs if requested if there is an issue with their Live Tracker evidence.

The Competition organisers will not provide cables for pilot's instruments. It is the Pilots responsibility to provide the organisation with any cables if it does not conform to USB C, microUSB or mini USB format.

All instruments must be compatible with Windows 10.

Pilots are not required to register their devices with the scorer in advance.

## 16 TAKEOFF

As per FAI CIVL regulations with additions and exceptions as follows:

### 16.1 Sign to Fly

All pilots who wish to compete in the day's task have to sign the Sign-to-Fly list at take-off and sign-in after task completion at Report-back. Failure to do so will result in a pilot penalty. If live tracking is used in the competition participant collection of the live tracking device supersedes Sign-to-Fly and its return is equivalent to Report-back at the end of the task.

### 16.2 Take-off Area

MD will:

- Define Take-off Area(s) for the task at the task briefing.
- Define the number of possible launch positions and launch officials

### 16.3 Launch Priority

Any person with a registered disability that would impede their ability to launch may apply to the MD for launch priority and allowed extended periods of time in their chosen launch slot for suitable conditions.

In addition to disabled priority and at the MDs discretion, launch priority is provided for:

- members of the Task Committee and the the Safety Representative. Because their preparations may be extended due to their responsibilities
- 'top' pilots.

The number of priority launch slots is capped at:

$$\text{Rounddown}(\text{Number\_of\_entries} * 20\%, 0)$$

Allocation of the remaining priority spots (total – TC - SR) top pilot priority is determined as follows:

40%	Overall
10%	Overall (female)
40%	Hosting nation(s) (overall)
10%	Hosting nation(s) (female)

For example in a 130 competitor combined British and Dutch event:

- 26 priority place cap (rounddown(130\*20%,0) of which
- 4 for the Task Committee

- 1 for Safety Rep
- Leaving 21 to be allocated to top pilots
- 8 for Overall top (rounddown(21\*40%,))
- 2 for Overall female (rounddown(21\*10%,))
- 8 for top British & Dutch
- 2 for top British & Dutch females.

In this example the total number of priority places is 25 (4 + 1 + 8 + 2 + 8 + 2) one less than the cap. This unused slot would not be allocated.

For the first task priority is given to the top pilots according to WPRS at the time of event start.

In second and subsequent tasks, the top pilots according to the event overall standings.

Priority pilots have the right to take precedence over other pilots in the take-off area whenever they choose, before doing so they must inform one of the launch marshals.

If an ordered launch is necessary precedence will be given for the remaining pilots in the current Open Event Rank order or WPRS rank order for the first task.

The MD has authority to determine whether priority will be utilised on an event and task basis.

#### 16.4 Open Window

Opening time of the window and window extension time will be announced at the task briefing and be displayed on the official briefing board.

The formula for the minimum required time in minutes is as follows:

Number of competitors (who have signed to fly on that day) multiplied by 1 minutes divided by number of launch positions plus 10 minutes

$$(Minimum\_window\_time) = \left( \frac{(Num\_of\_competitors) \times 1}{(Num\_of\_launch\_positions)} \right) + 10$$

#### 16.5 Window Extension

If, for safety reasons, the MD or TD considers that conditions have become dangerous or un-launchable, they may temporarily close the window. The window will then be extended by the time the take-off was closed without, however, exceeding the deadline for window extension.

#### 16.6 Restart

If a competitor has an issue affecting safety after launch they can request permission from the MD or TD to top land, if this is granted they may top land as directed. In the case of a major problem forcing re-landing immediately after launching, a pilot may take off again after gaining permission from the MD or TD. The pilot's take-off time remains, in any case, the one of the earliest start.

### 17 LANDING

#### 17.1 Goal Deadline

The latest time for landing at goal will be announced at the task briefing and displayed on the task briefing board. Pilots who land in goal after the deadline will not score time points.

#### 17.2 Report-back (Safety)

A pilot must report-back as soon as possible after landing. Report-back informs the organisation of pilot location, pilot safety (or otherwise) and (typically) whether pilot requires retrieve. The procedure for this will be announced at the safety briefing. It is important to comply to avoid unnecessary search and rescue

operations. Pilots who do not respect this rule may be penalised (up to disqualification from the event) at MD discretion.

### 17.3 Task Landing Deadline

A landing deadline is the time when all pilots must have landed. If a safe landing area cannot be found at this time the pilot is allowed to land as soon as possible after the landing time. In any case the pilot's position will be the best position from the GPS track-log prior to the landing deadline.

## 18 TASK EVIDENCE

### 18.1 Source

Primary evidence will be Live Tracker data.

Backup data will only be collected directly from a pilot's GPS. No copies of files, or files from any other source will be accepted as evidence for a flight. Only valid GPS data will be considered as true evidence. It is the pilot's responsibility to provide a GPS tracklog that clearly proves that they flew the task as defined by the scoring program used and did not infringe any airspace.

### 18.2 Check-in (Scoring) Deadline

Check-in is the mandatory process for all pilots who signed to start the task. Each pilot is responsible for their Live Tracker reaching the Scorer. Failure to check-in may be penalised. The latest time for check-in will be announced at the task briefing and displayed on the briefing board.

### 18.3 Valid GPS data

To be considered as valid, the track-log must satisfy the following criteria:

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after the track-log points or a couple of points used to verify a turn-point.
- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after a start.
- The track log must have valid and consistent time stamps.
- The Track log must show altitude data
- A continuous track-log is one where each consecutive point is 30 seconds or less from its predecessor.

### 18.4 GPS Checking criteria

For any GPS start and for each turn point claimed (the turn-point is the GPS co-ordinate supplied by the organiser), the track-log must show a point within the cylinder.

### 18.5 Best position

Pilots will score their best position reached in the task. It can be the landing place or a better position flown in the air. A pilot's best position will be determined by examination of their GPS tracklog.

### 18.6 GPS models

Because of technical limits, only some particular GPS models suit the verification protocol, most GPS units commonly used in paragliding competitions are accepted. If the pilot has an unusual or new on the market GPS device they should contact the competition organiser to verify if it will be accepted.

## 19 PENALTIES

As per FAI CIVL regulations except:

### 19.1 Failure to Sign to Fly

Competitors who fail to sign the "Sign to Fly" list at take-off will score zero for the task.

## 19.2 Failure to Check-in after Stopped Task

For failure to check-in after a stopped task a pilot will, at MD discretion, lose their average task score for the competition from their overall score.

# 20 VALIDATION OF A TASK

## 20.1 Task Validity

A task will be considered fully valid when the Day Quality is equal to 1 and the window was validated.

## 20.2 Day Quality

Day Quality is a parameter calculated by the scoring program and is a measure of how well the task differentiated pilot performance. If the quality is equal to 1 the task will have a total of 1000 points available. The winner of the task may not receive all the available points, e.g. the maximum lead out points may be awarded to another pilot.

## 20.3 Window Validity

The Launch Window will be validated when:

The Launch window has been open for the minimum required time OR all competitors have launched.

## 20.4 Stopping of a Task

The MD can stop a task in case of hazardous weather or other conditions which, in their view, could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency and by other means stated in the local regulations. If one or more pilots have reached goal at the time the task was stopped, the task is scored.

Both race and elapsed time tasks, if stopped with no pilots in goal, will be scored and be pro-rated according to a formula, which is listed along with the scoring formulae for the competition (see 21.2 Scoring Stopped Tasks).

## 20.5 Assistance to a Pilot in Danger

All pilots must gather up their gliders immediately after landing. A glider lying open on the ground means "I need help!"

## 20.6 Compensation to an Assisting Pilot

A pilot assisting an injured or downed pilot will be compensated task points by receiving points for the task equivalent to their average position for all the other tasks in the competition round.

# 21 SCORING AND TASK DROPPING

## 21.1 Scoring

Tasks will be scored using a suitable scoring software (e.g. CompCheck or FS), only one program will be used within a competition or Championship unless it can be demonstrated that the replacement software produces more accurate results. The scoring formulae and parameters to be used will be declared at the start of the event.

Scoring Parameters will be decided by the MD & TD, and announced at the General Briefing. These must include:-

- Formula (e.g. PWC20xx, GAP20xx)
  - Minimum Distance
  - Nominal Distance
  - Nominal Time
  - Lead Out Points Yes/ NO
  - FTV: typically 20-25%
  - MRT for Sports Class: typically 1km (where the event includes Sports class)

## 21.2 Scoring Stopped Tasks

For the purposes of scoring, the official 'Task Stopped Time' will be 5 minutes before the time of the official declaration that the task was stopped.

### 21.2.1 Stopped Race Tasks

Tasks will be scored if the task has run (measured from task start time to announcement of stop) for the minimum time and devalued if necessary according to section 7 rules.

### 21.2.2 Elapsed Time Task

Tasks will be scored if the time from the last pilot to start to the official stop time is greater than the minimum time and devalued if necessary according to section 7 rules.

In both stopped Race and Elapsed Time tasks, pilots will be rewarded additional distance for their altitude at the official 'Task Stopped Time' assuming a glide ratio of 4:1 to the competition reference altitude (normally the main goal field altitude for the venue unless another altitude is defined for the competition)

## 21.3 British Championships Qualifying Tasks

All tasks of the Open Event designated as the Championship will qualify towards the British Championship.

## 22 PILOT LISTING AND RESULTS

The Organiser shall publish a list of all competing pilots with names and nationality as well as the manufacturer of the glider.

### 22.1 Results Sheet

The result sheet must show:

- Name of pilot and nationality
- Brand and name of glider
- Competition class
- Pilot Sponsors
- Duration of flight and distance flown
- Take-off time and finish time for elapsed time race, race to goal or speed-run.
- Sum of points awarded.
- Any points deducted as a result of a task dropping system.

### 22.2 Official Publication of Results

The results will be published at the end of each event and sent promptly to FAI for inclusion in the latest World Pilot Ranking.

## 23 INCIDENTS AND ACCIDENTS

### 23.1 Reporting of Incidents

As a BHPA sanctioned competition, competitors have a duty to report air incidents. Serious incidents should be reported as soon as possible. In all cases, the BHPA and FAI should be informed using the online form.

Pilots must report an incident they have witnessed or been involved in if it:

- Involves injury, whether to participants or others
- Involves damage to property
- May give rise to an insurance or legal claim

- Involves non-standard equipment or techniques
- Highlights safety points or was unusual
- Is something you think the sport should learn from

The responsibility for reporting an incident rests with the pilot(s) involved and witnessing the incident.  
The competition organisers will assist if necessary.

Comps Panel Safety Representative will prepare Event Incident Summary report