

Race To Goal

Competition Rulebook



USHPA
UNITED STATES HANG GLIDING
& PARAGLIDING ASSOCIATION
TM



The United States Hang Gliding and Paragliding Association, Inc.

FORWARD

The worldwide governing body for all sport aviation is the Federation Aeronautique Internationale (FAI). The Commission Internationale de Vol Libre (CIVL) is the division of the FAI, which represents hang gliding and paragliding around the world. The National Aeronautic Association (NAA) is the United States representative of the FAI. The United States Hang Gliding and Paragliding Association (USHPA) is the only authorized affiliate of the NAA that represents the sport of hang gliding and paragliding in the United States. The USHPA is authorized to formulate and establish official competition rules and to sanction hang gliding and paragliding events in the United States.

This official USHPA Competition Race to Goal Rulebook has been developed and revised by the USHPA Competition Committee as authorized by the President and Board of Directors of the USHPA. The rules set forth herein shall govern all USHPA sanctioned race to goal hang gliding and paragliding competitions

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The World Air Sports Federation
Fédération Aéronautique Internationale

The United States Hang Gliding and Paragliding Association, Inc.

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1. General Information

1.1 Application

The rules set forth herein shall govern all USHPA sanctioned Race to Goal 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 USHPA Competition Committee. The Race to Goal Competition Rulebook shall be amended once annually, if necessary, at the scheduled fall meeting of the USHPA Board of Directors. Recommendations and comments from USHPA Directors, meet organizers, meet directors, ranked competition pilots and others shall be used to determine whether or not amendments are necessary.

1.5 Local Rules

These rules shall be used in conjunction with local rules specific to particular competitions. Examples of local rules are provided in the Sample Local Rules document.

2. Competition Rules

2.1 General Information

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 These rules shall be followed unless superseded by the Local Rules.

If the meet is CIVL Sanctioned, these rules are intended to be applied in conjunction with the FAI Sporting Code - General Section, the Sporting Code for Hang Gliders (CIVL, Section 7A), and the Sporting Code for Paragliders (less Accuracy) (CIVL, Section 7B) (as appropriate).

A copy of the USHPA Race to Goal Competition Rulebook and a copy of the current FAR Part 103 will be available (on-line) to any competitor in the contest, and a local, current sectional aeronautical chart or equivalent will be available to all pilots at each meeting.

If Local Rules are to be used, the Meet Director has to submit these rules to the Competition Committee or the Competition Committee Chair for review and approval prior to the start of the meet. Each competitor will have available the Local Rules, schedule of events, and exceptions or modifications to this Rulebook. 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.

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2.2 Competitor Responsibilities

- Must be a current USHPA “Pilot” or “Rogallo” member with the exception of pilots with a foreign address. Foreign pilots must purchase a 30 day USHPA membership.
- Must possess a minimum pilot proficiency rating as listed below (or foreign equivalent with IPPI card). Meet director may increase this requirement in the local rules, as long as it is specified on the sanction application.

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- Must possess any special skill ratings relevant to the competition or site.
- Parent’s (or guardian’s) written consent (notarized) if the competitor is under 18 years of age.
- Must sign USHPA Competition Waiver as well as any site and individual waivers as required by the Meet Organizer.
- Must follow the *Competitors Code of Conduct*.
- Must understand that safety is the sole responsibility of the pilot.
- Must fly with appropriate safety equipment that shall include at a minimum helmet and a reserve parachute.
- Must use appropriate flotation devices when a water landing is probable.
- Must understand and obey all applicable airspace rules, local, state and federal laws, landowner and site restrictions.
- Are expected to attend all meetings, briefings, roll calls, etc. as requested, and are required to stay informed of all schedule changes, course modifications, rule amendments, etc.
- Must pre-flight all equipment prior to launch and perform a hang-check or harness-check prior to launch in front of qualified launch personnel (i.e., launch director or their designees). However, the pilot is solely responsible for proper set-up and connection to glider, harness and other related equipment.
- Must decline launch if they think conditions are unsafe or are too advanced for their skill level.
- Must fly within their abilities and in safe mental/physical condition and must terminate their flight if conditions on course become unsafe.
- Must follow generally accepted right of way and thermal etiquette rules.
- Must notify the Safety Director and/or Meet Director as soon as possible, when an emergency occurs.
- Must be in contact with meet officials as required in the local rules.
- Competitors wilfully violating any of the above shall be subject to penalty or disqualification.

2.3 Equipment

- Harness - no requirements or restrictions
- Helmets are required for all pilots at sanctioned competitions
- A reserve parachute is required for all pilots at sanctioned competitions

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- An approved satellite tracking device, with tracking enabled and configured as specified by the meet director, is required for all pilots at sanctioned XC paragliding competitions.
 - Currently approved devices include the SPOT series and the Delorme InReach series.
 - If the device is a model that only works in conjunction with a cell phone, a supplemental cell phone battery (and cable if needed) must also be carried.
 - Notice of this requirement with specifications to be included in all pre-meet information and publicity.
- An accessible hook knife is recommended
- Ballast
 - Ballast is any non-functional object attached to the pilot; used for the purpose of increasing mass and may be disposable or non-disposable
 - The gross weight with disposable and non-disposable ballast may not exceed the glider manufacturer's specified maximum weight limit
 - Similarly, the gross weight after releasing disposable ballast must be equal to or greater than the glider manufacturer's specified minimum weight limit
 - 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
 - Systems for the retention and disposal of ballast must offer reasonable security against accidental disposal
 - 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
- Supplemental Oxygen is highly recommended when flights are routinely expected to be above 12,500 feet above sea level
- Personal Flotation Devices are required if there is a high probability of landing in water
- GPS - Meet Organizers will specify, in the competition local rules, the type of GPS required for flight documentation
- Any physical means to produce propulsive energy to increase performance is prohibited
- 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

2.4 Definition of Classes

The following class definitions are assumed to be in compliance with the latest CIVL class definitions (where applicable). If they are not, the latest CIVL class definitions will be used in the competition.

2.4.1 HG Class 1

Hang gliders having a rigid primary structure with pilot weight shift as the sole means of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they act symmetrically.

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2.4.2 HG Class 2

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take off and land in nil-wind conditions.

2.4.3 HG Class 3

Hang gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

2.4.4 HG Class 5

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the sole method of control in the roll axis and which are able to demonstrate consistent ability to safely take off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

2.4.5 HG Sport Class

Same as Class 1 and must have a king post which is an essential part of the design and that supports the majority of the wing load when the wing is not flying; must be current HGMA, BHPA or DHV certified production model for sale to the general public or have previously been available for sale for at least one year; must be constructed of original parts only, except for streamlined down/base tubes supplied by the manufacturer; pitch stability devices must be within the manufacturer's stated tolerances.

2.4.6 HG Single Surface Class

Single surface hang glider that also meets the sport class definition above.

2.4.7 PG Competition Class

A glider with any EN certification or permitted in FAI Category 1 Cross-Country events (CIVL Competition Class, aka "CCC").

2.4.8 PG C Class

A glider that has been tested by the DHV with an LTF of 1, 1-2, or 2, or with an EN certification of A, B, or C.

2.4.9 PG B Class

A glider that has been tested by the DHV with an LTF class of either 1 or 1-2, or with EN certification of either A or B.

2.4.10 PG A Class

A glider that has been tested by the DHV with an LTF class of 1, or with an EN certification of A.

2.5 GPS Flight Documentation

The competition organization must announce beforehand what version of GAP scoring software will be used, and what types of GPS instruments that will be accepted for flight verification.

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2.5.1 Backup GPS

A pilot must submit one GPS's for verification. If there are issues with that GPS, then one or more backup GPS's may be submitted. IGC track logs will be accepted electronically.

2.5.2 Registering GPS Units

The scorer may, when uploading turn points to the pilot's GPS(s) upload unique information to the GPS to uniquely identify the pilot. If this has been done, the unit turned in for scoring must match the information used to uniquely identify a pilots GPS (to ensure pilots do not share or swap devices/tracks). Any GPS submitted which does not match the lodged information may be rejected.

2.5.3 Track Log

- The GPS used for scoring must contain a time-stamped track (in the case of Garmin and some other units this means the "active" track and not a "saved" track) that contains the following proof:
 - The flight was flown on the correct day and at the correct time.
 - The flight was continuous (i.e. the pilot did not land and relaunch).
 - That any announced altitude restrictions were not violated. This means that track points must be 3D, indicating altitude as well as latitude and longitude.
 - That the announced turn points where flown in order, and any turn points that have time restrictions—such as the start cylinder and goal—were achieved within the time parameters set. This means that the track points must contain time-stamps. Note that this is why Garmin and some other "saved" tracks are not allowed, as the unit strips off time information for the points when saving them.
- For any start, goal or turn point that is claimed for the flight, the track must show a point within the cylinder. 'Mark Enter' or manually entered waypoints that are within the cylinder will not be accepted as a substitute for a track log point unless the Meet Director has specifically announced they will be accepted. The scorer (with agreement from the meet director in the case of a dispute) may at their discretion manually validate a turn point by interpolating between two track points and determining that it would be impossible to have not flown through the cylinder. The two track points must be no more than 10 seconds apart. Manual verification of turn points is at the discretion of the scorer and Meet Director. The interpretation of whether a track shows a point within a cylinder is done within the scoring software, not on the GPS unit itself. Thus, for example, while a pilot's GPS may show a point that appears to be inside a proximity circle drawn on the GPS's screen, this is not accepted as proof of achieving a turn point if the scoring software does not recognize the point as being within the cylinder.
- Where the point being claimed is a start point:
 - For an exit start, there must be at least one track point inside the start cylinder with a timestamp on or earlier than the declared start time.
 - For an entry start, there must be at least one track point outside the start cylinder with a timestamp on or earlier than the declared start time.
- Any error margin that will be used for determining whether a point is within a cylinder will be disclosed in the meet rules or announced before the start of the competition. The default error margin in competitions where "FS" is used for scoring and no other margin has been announced is 0.5%, which is equivalent to 2 meters for a 400 meter radius turn point.

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- Unless specified otherwise at a particular meet, the actual distance that a task is considered to be is calculated (via the scoring software) by determining the shortest distance around the course, not the distance around the course to the center of each turn point. Thus most GPS units will display a distance for the task that is longer than the actual distance that will be used for individual scoring and task validity purposes.

2.5.4 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 may be based either on the coordinates OR on a physical line but the default for will be coordinates unless specified in the Local Rules. Any exceptions may be announced at the daily briefing. 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.

2.5.5 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 "Task End" times that may be in force. By default, the Task End Time will be the Goal Close Time, and in any case the Task End Time will be no later than civil twilight.

2.5.6 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.

2.5.7 Stopping the Task

The Meet Director, in consultation with the Safety Director, has the power to stop or cancel a task after some or all of the competitors have launched due to unsatisfactory flying conditions such as deteriorating weather or emergency operations that cannot be avoided by the competitors. If the task is stopped before the First Start Time, the task will not be scored. After the first start time has elapsed, the task will be scored.

The decision to cancel or stop the task will be communicated verbally to pilots who have not yet launched. That information will also be broadcast on the Meet Frequency at ten-minute intervals (i.e.; 1:40, 1:50, 2:00, 2:10...) for a period up to one hour to pilots in the air. The Meet Director is the only person authorized to cancel or stop the task. Since radio transmissions are not infallible, no pilot should make any assumptions as to whether a task has been cancelled or stopped unless he/she has received the official announcement from the Meet Officials.

Remember that pilot judgment is critical as to whether to continue the task in a hazardous weather situation. Each individual competitor is the best judge of what constitutes safe conditions for that competitor. Each pilot is completely responsible for his/her own safety at all times.

If a task is stopped, the pilots will be scored up to the point the task was stopped (unless superseded by the Local Rules). For those pilots not in Goal, distance points will be awarded based on the best in-flight track log point or landing point recorded at the time the task was stopped. No other means of flight verification will be accepted if the task is stopped.

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2.5.8 Time-based Dispute

- If the launch is within the start sector, and a pilot fails to provide proper evidence of their start time, but there is sufficient evidence that a pilot launched during the launch window and did not start prior to the opening of the start window, then the pilot is awarded a start time equal to the start window open time. The pilot's elapsed flight time is then moved so that it begins at the time of the first start time of the pilots in goal (so that the Departure Points System is not compromised). If the pilot's new (artificial) goal time is outside of the announced goal closing time, the pilot is awarded goal distance only.
- If a pilot cannot provide evidence that he started during the start time window, either by correctly obtained GPS evidence or by the records of the competition, but there is evidence that the pilot launched during the launch window, then the pilot is awarded minimum distance for the round.
- If a pilot fails to provide evidence of finish time when required, then, the pilot is awarded distance points only. If a "Task End Time" is in effect, any pilots still in the air at that time will be scored distance according to their best in-flight track log point prior to the Task End Time.

2.5.9 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. Then, the pilot is awarded zero points for round, unless evidence shows she/he has launched, in which case the pilot will receive minimum distance.

2.6 Launch Procedure

Several standard launch processes have been developed. 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 Local Rules. If the launch procedure is undefined in the Local Rules, then an Open Launch shall be used. The meet director shall have the option of changing the procedure should safety issues or other unforeseen circumstances dictate.

2.6.1 Open Launch

A pilot wishing to launch will move his glider into the takeoff staging area behind all of the other waiting pilots. No pilot's glider may remain in the staging area unless that pilot is in the immediate area with harness on.

As with all launches described here; a pilot in takeoff position must take off, or begin to move to the back of the staging area, within 30 seconds if any pilot in the staging area expresses a serious desire to start. 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 the pilot's feet leave the ground after the allotted 30 seconds, a penalty of 5% of that pilot's score for that round will be deducted for each additional 15 seconds or portion thereof until the pilot either takes off or starts moving out of launch position.

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 staging area or move behind all the other waiting pilots.

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2.6.2 Ordered Launch

On the first day of the competition pilots will have launch order priority based on their National Ranking. For the remaining competition days the cumulative daily score of the competing pilots will establish launch or staging priority for the Ordered Launch window.

2.6.3 Tow Launch

Due to the varied logistical complexity of tow-launch meets, the launch procedure at these meets will be detailed in their respective Local Rules.

2.6.4 Early Launch

In order to reduce congestion at launch it is recommended that foot launch Race To Goal hang gliding and paragliding competitions use an early launch procedure providing a minimum 20 minute early launch period before an Ordered Launch. Duration of the early launch period will be at the meet director's discretion and is dependent on weather, launch access and task parameters (note - this early launch period is part of the total launch window). The purpose of the early launch period is to reduce launch congestion and allow pilots with a lower launch priority the opportunity to avoid getting stuck at the end of the launch queue. During the early launch periods pilots shall be allowed to launch based solely on their place in the queue.

For launches with limited setup area there may be a sign-up sheet for the early launch so that pilots can be directed where to stage their gliders. The sign up for early launch should occur before pilots begin setting up their gliders. All launch procedures, including launch refusal, are run in the Early Launch as they are during the normal launch window. Pilots refusing launch go to the end of the line in the early window, unless the Early Launch window time has expired, in this case they must go to the END OF THE OVERALL LAUNCH LINE in the regular window.

2.6.5 Identification by Launch Official

Each pilot is responsible for seeing that he is correctly identified by the Launch Official as cleared to launch.

2.7 Protest Procedure

USHPA defines a complaint as 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. If the competitor is still dissatisfied they may file a written protest to the competition protest committee.

Unless otherwise defined in the Local Rules, a protest committee shall consist of three competitors to be elected by the entrants before the first day of competition. In the event that one of the elected protest committee members is involved in the protest, then an alternate competitor will be chosen by the meet director to serve on the committee. Protests must be made in writing no later than 24 hours after the incident being protested. A fee may be required (not higher than 10% of the entry fee) and may or may not be refunded as defined by the Local Rules. However, if a ruling is made in favor of the protest, the protest fee will be automatically refunded. The protest committee must rule on any protest within 24 hours of its submission.

In the event that a competitor is unsatisfied with the ruling of the committee, or feels 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 alleged injustice, and providing all available evidence to support his case, to the USHPA Competition Committee c/o USHPA headquarters. Such an appeal is to be filed with USHPA Headquarters not more than 10 days after the end of the meet in question.

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The Competition Committee will rule on the appeal within 60 days of the receipt of the appeal by the USHPA. They may choose to conduct further research on the matter. Pending Board approval, USHPA may alter the final results of the contest in response to such an appeal in the event they find compelling evidence to support the claims of the appealing pilot.

3. Competition Scoring

3.1 Scoring

GAP scoring is required in USHPA sanctioned Race-to-Goal competitions. There are several versions of GAP, the meet director will select and announce the version along with the required parameters prior to the commencement of the meet. Sanctioned meets are encouraged to adopt, when practical, scoring procedures that are expected to be used in FAI Category 1 events so that pilots can gain experience with them (for example, FTV or C-ESS for paragliding).

Provisional scores are to be posted as soon as possible after each task. During the provisional score period, scores may be updated for reasons such as to correct scorekeeping errors, review of competitor flight verification (e.g. backup GPS), application of penalties, etc. After an adequate review period and necessary adjustments and corrections have been made (if any), the official scores are to be posted. Provisional and official scores will be so noted. Meet directors are encouraged to post the daily and final results on the web, in as timely a fashion as possible.

3.2 Competition Winners

The 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.

3.3 NTSS Pilot Ranking

The USHPA maintains a NTSS (National Team Selection System) pilot ranking for each class of Race-to-Goal competition based on objective measurement of a pilot's proven ability to compete against other pilots of proven competitive ability. The purpose of these NTSS rankings is to:

- Select pilots for U.S. National teams that will fly in international competitions such as the FAI World Championships.
- Determine the validity of the year's Race-to-Goal competitions (see Participant Validity section).
- Encourage U.S. hang glider and paraglider pilots to participate in competitions and earn points through their participation.

NTSS Rankings are calculated once each year on January 1st, for classes 1 through 5 and each pilot will retain their ranking through the end of the year. A pilot's ranking is based on their total points accumulated in their best four meets from the 36 months immediately previous to the ranking year, subject to these conditions:

- No more than one meet result may be considered from the earliest 12 months of the 36 month window
- Any meet included from the earliest 12 months of the 36 month window is valued at 85% of its original value
- No more than two meet results may be considered from the earliest 24 months of the 36 month window

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- No more than 2 meets outside of the US, Mexico, and Canada may be used
- All pilots who compete in sanctioned meets will receive competition points, except invitational meets* will not count.

* Meets that require qualification by an objective process (Cat. 1s, PWCs including superfinal) are not considered invitational.

Interim rankings are calculated on the first of each month, using the preceding 36 months as described above. This means that the interim ranking for January will be the same as the NTSS ranking for that year.

In order for the results of any meet to be considered in the NTSS USHPA ranking, a report of the meet results must be received by the USHPA prior to the date on which the ranking is to be computed. This report must contain all information required for the ranking computations. The date that a competition ends is the official scoring date for the meet. Assuming the necessary report has been submitted in a timely manner, the rankings will include the results of any USHPA Sanctioned Race-to-Goal meet. The rankings will include a pilot's score from any foreign meet that is sanctioned by the national FAI affiliated aero club of the host country.

The ranking points that a pilot receives for any given competition depend on the validity of that competition; the method for determining the competitions validity is described below.

3.3.1 Validity

Validity is a measurement of the competitiveness of a competition for the purpose of fairly integrating the points earned in an individual competition into the USHPA ranking system. Validity is based on two factors:

- Participant validity: the competitiveness of the pilots of a given competition based on their performance in previous sanctioned competitions.
- Scored validity: the quantity and quality of the flying conditions throughout the competition.

These two factors are applied to the final GAP scores of each competitor of a competition to determine the ranking points that the pilot will receive towards his/her USHPA ranking.

3.3.2 Participant Validity

The more accomplished the field of competitors at a given competition, the more challenging the event becomes. Participant validity takes the skill of the participants (based on performance at previous sanctioned competitions) into consideration when determining how many ranking points are potentially available for a given competition.

US pilots competing in a USHPA sanctioned competition ranked 80th or higher, bring ranking points to the competition in accordance with the schedule below. A competing pilot is one who has duly registered and flown at least one competition day.

To allow for proper recognition of foreign pilots at US competitions, foreign pilots ranked WPRS 600th, or higher, based on the most current WPRS rankings as shown on the FAI website (<http://civlrankings.fai.org>), bring ranking points according to the table below. Note: participant validity points for US pilots will be based on their USHPA interim ranking, not their WPRS ranking.

As per CIVL rules, a pilot is considered a foreign pilot until he has lived in the U.S. as an Immigration Service designated permanent resident for at least 3 years. Other foreign born pilots living in the U.S. may be designated U.S. pilots by the Competition Committee on a case-by-case basis.

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USHPA pilot ranking	WPRS pilot ranking	Points brought
1 through 15	1 through 100	45
16 through 30	101 through 200	30
31 through 45	201 through 300	20
46 through 60	301 through 400	15
61 through 75	401 through 500	10
76 through 80	501 through 600	5

To compute the ranking points available at a given meet, add the points brought by the top fifteen pilots at the meet up to a maximum of 600 points and a minimum of 300 points. The potential ranking points that can be earned by the first place finisher in the competition is the total of the points brought to the meet by the top 15 pilots (up to a maximum of 600 points and a minimum of 300 points) plus a 10% bonus to the winner of a hang gliding meet (there is no bonus in paragliding meets). All other pilots earn points based on the following formula:

$$\text{Potential Ranking Points} = \frac{\text{Pilot's Total GAP Score} \times \text{Winner's Points (less the 10\% bonus for HG meets)}}{\text{Winner's Total GAP Score}}$$

3.3.3 Scored Validity

The GAP scoring system used in USHPA Race-to Goal competition takes the difficulty of the tasks, the number of pilots that complete the task, the distribution of pilot landings along the course line, flight time, etc. into consideration when computing the points for each round of competition. The winner of a task will receive up to maximum of 1000 points for each task. A pilot's score at the conclusion of the meet will be the sum of their daily task scores. For the purposes of national rankings, a meet is considered fully valid if the winner accumulates at least 3,600 task points for hang gliding and 2700 for paragliding. In this case the scored validity factor is 1 and all pilots will receive ranking points as described in the previous section. If a competition does not meet the minimum scored validity requirements above it is presumed to have been a less than ideal test of skill and the ranking points that a participant receives are proportionally reduced. The scored validity factor is calculated and applied as follows:

- Determine the scored validity factor for the competition by dividing the winner's points by 3,600 for a hang gliding meet or 2,700 for a paragliding meet.

$$\text{Scored Validity Factor} = \text{Winner's Score} / 3600 \text{ for HG or } 2700 \text{ for PG}$$

- Multiply the scored validity factor by the potential ranking points that would have been earned for each competitor if computed without consideration of the minimum validity requirements.

$$\text{Ranking Points Earned} = \text{Scored Validity Factor} \times \text{Potential Ranking Points}$$

3.3.4 Example Ranking Points Calculation

If the winner of a hang gliding competition that had 560 potential ranking points scored 2,951 GAP points out the 3600 required for full validity, then the validity factor would be $2,951/3,600 = 0.82$ and the ranking points earned for the USHPA national rankings would be $560 + 56 \text{ (HG bonus)} \times 0.82 = 505$ ranking points.

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If the second place pilot in the above example scored 2828 GAP points, the ranking points earned would be $2828/2951 \times 560 \times 0.82 = 440$

If the winner of a paragliding competition that had 600 potential ranking points scored 2,470 GAP points out the 2,700 required for full validity, then the validity factor would be $2,470/2,700 = 0.915$ and the ranking points earned for the USHPA national rankings would be $600 \times 0.915 = 549$ ranking points.

If the second place pilot in the above example scored 2,390 GAP points, the ranking points earned would be $2,390/2,470 \times 600 \times 0.82 = 531$:

3.4 National Champions

National Championship Titles shall be awarded and recorded on the USHPA web site.

A pilot's National Champion ranking is based on his/her total NTSS points accumulated in their best two US "National Championship Event" competitions for the current year. Titles will be awarded to the top pilot in each of the following classes as long as at least two pilots compete in the class at a National Championship Event (not necessarily two at the same event, two must be participating in the series):

- HG - Class 1 - Open, Sport , Single Surface and Women's
- HG - Class 2
- HG - Class 5
- PG - Class 3 – Competition, C, B, and Women's

Note: HG and PG will have separate national championship events. All classes within PG will compete and be scored in the same national championship event. No PG nationals will be sanctioned for a single class. Single class Nationals events will be allowed for HG.

Titles are determined after the last USHPA "National Championship Event" competition of the season. This timing could allow awards to be given at the awards ceremony of the last event of the season.

Note: National Ranking, for the purpose of determining ranking for PWC, will still be determined by NTSS ranking. Pilots attending National Championship Events are encouraged to get an FAI Sporting License, available from the [NAA](#).

3.5 National Team Selection

The selection of the National Race-to-Goal team for international competition, including the FAI World Championships will be based on pilot skill and proven ability to compete as measured by the USHPA Race-to-Goal rankings. The number of pilots on the team shall be the number of competitors invited by the international meet organizers. These pilots shall be chosen, in order, from the USHPA rankings for Class 1 through Class 5.

The Competition Committee Chair or the team leader shall send notice of international team competition and application form to the top fifteen pilots in the USHPA ranking, at the earliest practical date, but not less than four months prior to the competition. Pilots wishing to become team members must return the application with a deposit in the amount specified by the team leader by the deadline specified, which should be between three and four months prior to the start of the competition. The team members will be selected from the highest ranked pilots who return their application and deposit prior to the deadline; up to the limit set by the competition organizer. When the team is constituted, pilots not selected will have their deposits promptly returned by the Competition Committee Chair/team leader.

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The team leader will return team member deposits upon arrival in the contest country. Deposits of team members that dropout within 60 days of the start of the competition or fail to show up for the competition will be retained by the team to defray additional costs created by late withdrawal, at the discretion of the team and team leader.

Criteria for selecting team members as follows.

- For international team competitions that begin between April 1st and September 30th, the ranking used shall be the annual race-to-goal rankings as of January 1st in the year that the competition takes place.
- For international team competitions that begin between October 1st and March 31st, the ranking for selecting the team shall be the interim ranking four months prior to the start of the international team competition, unless the team competition is beginning (first task) in January, in which case the ranking for selecting the team shall be the interim ranking three months prior to the start. That is, the October 1st interim ranking will apply for a team event beginning in January.
- Alternates to be selected by straight ranking.
- If the minimum number of events in any class are not available in the US, Canada and Mexico in any given year, the system will double-count the ones that were available going back as far as 2 years, doubling the most recent events first.

3.5.1 Delegation Responsibilities

Serving as a member of a US National Team in International competition is an honor.

Team members are expected to:

- Refrain from any conduct that could detract from their ability, or the ability of their teammates to attain peak performance.
- Respect the property of others whether personal or public.
- Respect members of their team, other teams, spectators and officials, and will not engage in any form of discriminatory behavior, harassment or abuse.
- Act in a way that will bring respect and honor to themselves, the U.S. National Team, the United States, and the event.

The top five ranked pilots shall nominate a Team Leader six months prior to the competition to be approved by the USHPA Competition Committee. The Competition Committee will manage the process:

- The Team will elect the Team Leader.
- The Team Leader will be responsible for the logistical support plan for the team, as well as the organization of transportation to and from the competition site.
- The Team Leader or their designate will be responsible for briefing the team members concerning passports, visas, FAI Sporting Licenses, and nationality documents if required. The Team Leader will also see to the details concerning team uniforms, periodic newsletters, and an accounting for and/or return of any USHPA monies, as required.
- Team crewmembers, if any, shall be paid by the Team Pilots. The amount shall be decided by the Team Leader and Team Pilots.
- Necessary support staff, as determined by the Team Leader, will be selected in consultation with the team members.

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USHPA funds, if any, shall be disbursed according to the following order:

- Pilot entry fees.
- Team leader airfare and housing expenses.
- Team vehicle expenses.
- Team member expenses.
- Approved team leader expenses.

3.5.2 National Team Member Code of Conduct

Members of the National Team agree, as a condition of their participation on the team, to be bound by the following code of conduct:

- That they will abide by the laws of the United States of America and of the host country.
- That they will conduct themselves in a sportsmanlike manner, and in a manner consistent with the best interests of the team and the sport, according to the direction of the Team Leader.
- The Team Leader has the authority to remove from the Team a member who in the opinion of the Team Leader violates this code of conduct. A removed team member may appeal to the USHPA board of directors.
- Team members will be expected to sign the following statement:

As a condition of participation on the USHPA _____(insert meet title)_____ Team, I agree to abide by the laws of the United States of America and of the host country, and will conduct myself in a sportsmanlike manner, and in a manner consistent with the best interests of the team, the USHPA, and the sport, according to the direction of the Team Leader.

4. Competition Administration & Operation

4.1 Meet Organizer

A Meet Organizer is a person or group who is responsible for all the organizational matters of a meet before, during, and after the meet. These matters include, but are not limited to funding, arranging officials, arranging and preparing takeoff and landing sites, arranging tow systems (where applicable), arranging meeting venues, communicating with local officials and land owners, arranging transportation and food when necessary, arranging for weather information, paying sanction fees, contacting pilots, advertising the competition, etc. The Meet Organizer works to ensure a successful competition that meets the USHPA requirements set forth in the USHPA Sanction Manual and the USHPA Rulebook.

4.2 Meet Director

A Meet Director is selected by the meet organizer to administer the actual daily running of the competition and is responsible for ensuring the overall quality and operations during the competition. The Meet Director is responsible for:

- Running pilots meetings.
- Interpreting the rules, setting the daily schedule, overseeing the launch system and operation, appointing the committees, overseeing the scoring, overseeing the weather reports, organizing and directing all other officials, volunteers, and participants, ruling on disputes, etc.

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- Working closely with the Meet Organizer prior to the start of the competition to ensure all organizational aspects are addressed.
- Working with the Meet Organizer during the competition to ensure a successful competition that meets the USHPA requirements set forth in the USHPA Sanction Rulebook and USHPA competition rulebook.
- Taking the Pre Competition Risk Assessment into consideration when fashioning the local rules and taking the Continuing Risk Assessment into consideration in running the competition as the competition progresses.
- The Meet Director may be the same individual as the Meet Organizer.
- The Meet Director, at his/her discretion, can also serve as the Safety Director.

4.3 Safety Director

Recognizing that the sports of hang gliding and paragliding contain inherent risk, and that competition in hang gliding and paragliding may contain even more risks, many of which no degree of caution could ever protect against, and recognizing that pilots are responsible for evaluating and determining the risks they are willing to take, the safety director is not tasked with ensuring the safety of the pilots, the officials, the spectators or any other participants in a Sanctioned Competition.

The Safety Director's responsibility is to attempt to assist participants, officials, and spectators in identifying and managing risks encountered during the competition. To that end, a Safety Director will perform risk assessments and make the results of those risk assessments available to all participants, officials and spectators so that they can utilize those risk assessments in managing the risks that they encounter during the competition. The Safety Director may take actions to attempt to reduce the risks identified in the risk assessment.

4.4 Special Requirements in Paraglider Towing Competitions

- Each pilot shall have a hook knife.
- Each tow operator and/or towing device shall have a hook knife accessible (ground based towing).
- All operators of towing devices (not drivers) will possess a current Tow Tech Appointment.
- All operators of towing devices (not drivers) will be reported to USHPA after the meet under penalty of loss of pilot and instructor ratings and appointments.
- All Tow Techs will be able to maintain constant visual contact with the pilot throughout the tow (i.e. the Tow Tech can't also drive unless they have some sort of observation system, such as mirrors).
- All participating pilots will have an ST rating and a P3 or higher.
- Split-apart tow bridles will be used for all PG towing over the water.
- Accidents and incidents must be reported under penalty of loss of pilot and instructor ratings and appointments.
- Static line towing is disallowed in sanctioned competitions.

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5. USHPA Competitor Code of Conduct

Competitors who participate in USHPA Sanctioned events agree, as a condition of their participation in such events, to conduct themselves in a sportsmanlike manner.

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 and paragliding in general. Competitors are required to act in a manner that will promote the continued good will and practice of hang gliding and paragliding in the area, including, but not limited to:

- Act in a sportsmanlike manner consistent with the spirit of fair play and responsible conduct and in accordance with the rules of the contest.
- All gates and property must be left as they are found.
- Care must be exercised when moving personnel and gliders across fence lines to prevent damage.
- Vehicles will only be driven on roads and at reasonable speeds.
- Land well clear of livestock.
- 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.

Complaints from property owners/lease holders may result in penalties. Competitors are responsible for the actions of their ground crew.