

HPAC/ACVL Competition Rulebook

(Last revised 2014)

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1. General

1.1. Application

The rules set forth herein shall govern all HPAC/ACVL sanctioned 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/her discretion, another official(s) appointed by him/her, 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 HPAC/ACVL Competition Committee (CC). The Competition Rulebook shall be amended once annually, if necessary, at the Annual Directors Meeting of the HPAC/ACVL. Recommendations and comments from HPAC/ACVL Directors, meet organizers, meet directors, competition pilots and others shall be submitted to the Competition Chair(s) and will be used to determine whether or not amendments are necessary and should be recommended to the Board of Directors.

2. Sanctioning

The role of the CC in sanctioning meets/results is to ensure that Canadian pilots have fair access to quality meets, including competition with foreign competitors, as well as to provide a scheduling tool for pilots to use in their pursuit of NTSS points. That responsibility includes that dates, quality of structure, geographical accessibility, etc. are figured into the CC's final decision.

In addition, the role of the CC is to encourage the growth of the sport of free flying by sanctioning competitions that encourage pilots from all locations and with a wide range of skill levels to participate. The CC shall endeavor to build a system of sanctioned meets that allow regional pilots to gain NTSS points and thereby encourage them to participate in national level competitions.

2.1. Purpose

Meet organizers shall issue and/or publish a meet announcement in at least the following places: the HPAC/ACVL website homepage, a dedicated meet website, and the Official HPAC/ACVL Facebook page.

2.2. Canadian Nationals Bid Process

Purpose: The Nationals provide an advanced level of competition for Canadian pilots, and select a National Champion.

A. Bids: Persons wishing to hold a National competition shall submit a bid in writing to the HPAC/ACVL Competition Committee Chair.

B. All meets desiring class B status must notify the Competition Committee Chair a minimum of 60 days before the meet. The Nationals must follow all other sanctioning requirements of the HPAC/ACVL as specified above.

2.3. Meet classes

- A. There is only one "A" meet: the "Canadian National Championships" as selected through the bid process above. This is announced a minimum of 120 days before the start of the competition.
- B. "B" meets are competitions that meet HPAC/ACVL- sanctioning requirements, AND/OR: are sanctioned by the host country's FAI-representative organization. These are announced a minimum of 60 days before the meet.
- C. "C" meets are any meets that do not meet A or B sanctioning requirements.

2.4. Registration (Nationals)

- A. Pilot registration must be open for at least 60 days before the start of the competition. Application for pilot registration shall not be accepted nor accumulated on a waiting list before publication of the official announcement of the competition.
- B. For the first 15 days of registration, 65% of the available places must be given to Canadian pilots on a first-come, first-served basis. The remaining 35% of the available places must be given to foreign pilots on a first-come, first-served basis. After the initial 30 days of registration, the remaining places must be made available to all pilots on a first-come, first-served basis.
- C. If the meet fills up before the end of the first 30 days, the Meet Organizers must place prospective Canadian and foreign entrants on separate waiting lists on a first-come, first-served basis. Pilots from these lists are then allowed into the meet if spots become available in the same ratio as given in Section 2.4.B

above. If the meet fills up after the first 30 days but before the end of the 60-day registration period then all prospective entrants must be placed on the same waiting list on a first-come, first-served basis.

D. Meet Organizers are required to keep registration records including date of registration for each pilot.

3. Competitor Qualification

3.1. Qualifications imposed by HPAC/ACVL

- A. Full (one year) HPAC/ACVL membership except for pilots with foreign addresses who may purchase a temporary membership.
- B. Minimum Pilot Proficiency Rating: Novice or as specified in the meet announcement or meet-specific rules.
- C. Pilots are strongly encouraged to write the HAGAR exam, and are responsible to know the airspace rules for the meet area.
- D. Parental (or guardian's) written consent if the competitor is under 18 years of age.

3.2. Qualifications which may be imposed by Meet Organizers

- A. A higher (but not lower) pilot proficiency rating.
- B. Any "special skills" relevant to the competition site or design.
- C. A higher (but not lower) minimum age.

4. Glider Classes and Equipment

4.1. Definition of a Hang Glider

HPAC/ACVL uses whatever is current in the CIVL definitions.

4.2. Equipment

- A. Harness - no requirements or restrictions.
- B. Helmets are required for all pilots at sanctioned competitions.
- C. A reserve parachute is required for all pilots at sanctioned competitions.
- D. An accessible hook knife is recommended.
- E. Radios and cellphones - a radio/cellphone is recommended.
- F. Supplemental Oxygen - not required; it is however highly recommended when flights are routinely expected to be above 4000 m ASL.
- G. 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/she feels may create a safety hazard.

5. Competition Administration & Operation

5.1. Contest Officials

- A. Meet Director: Has overall responsibility for all aspects of the Competition.
- B. Safety Director: Strives for the safety of all participants, officials, spectators, etc. and has the authority to stop or postpone a pilot or round at any time, including during the task, if, in his/her judgment changing conditions or lack of pilot ability jeopardize safety. However, the ultimate responsibility for a pilot's safety lies in the decision-making of the pilot, and is not guaranteed by the actions or decisions of the Meet

Organizers, the Meet Director or the Safety Director/Committee.

- C. The Safety Director may be replaced by a Safety Committee consisting of three people, who are approved by the pilots at the general briefing before the start of the competition. The Safety Committee's duty is to monitor the flying operations and report to the Meet Director when conditions become unsafe either on launch or on course.
- D. A Protest Committee appointed by the pilots at the general briefing before the start of the competition. The Protest Committee will consist of three people, plus at least one nominated reserve, who would be called on if there was a conflict of interest with one (or more) of the nominated Protest Committee members. The Protest Committee will apply the current rules as stated in the HPAC/ACVL Competition Rulebook and the Meet Specific Rules to resolve any protests that may apply. If the published rules are clear and feasible, they will be applied in determining the outcome of the protest. If the current rules are not clear and feasible, the Protest Committee may apply a ruling that they feel is appropriate in the circumstances, but in doing this, they must also provide written reasons why they made this decision and also provide guidance to the Competition Committee to suitably alter future editions of the competition manual. The Protest Committee's decision is final. The Protest Committee may also advise the CC on possible future rule changes in order to improve the running of competitions.

5.2. Contest Rules

- A. If the meet is CIVL Sanctioned, these rules are intended to be read in conjunction with the FAI Sporting Code - General Section, and the Sporting Code for Hang gliders (CIVL, Section 7). If there is a conflict between the rules, the Canadian Rules will take precedence at Canadian meets, and the foreign rules at foreign meets.
- B. A copy of the HPAC/ACVL Competition Rulebook will be available to any competitor in the contest either on-line and/or in print.
- C. The Meet Specific Rules must be publicly posted either in print or on-line, including task descriptions and diagrams, schedule of events, and exceptions or modifications to the General Rules. 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.

5.3. Contest Winners

The contest 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.

5.4. Deviations from Standard Procedures

If the Meet Organizers feel that they must deviate from the procedures detailed in this Competition Rulebook, such as denying entry to a pilot for administrative or safety reasons, the Meet Organizers may petition the CC through the CCC. The CCC will poll the CC and their decision is final. The Meet Organizers must abide by the CC's decision in order to maintain HPAC/ACVL Sanction.

6. General Competition Rules

6.1. Purpose

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

6.2. Launches

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 Meet Specific Rules. If there are no Meet Specific Rules, "Open Launch" shall be used.

A. Open Launch Procedure

- A pilot wishing to launch will move his/her glider into the takeoff line behind all of the other waiting pilots. No pilot's glider may be considered in line unless that pilot is hooked in and ready to go.
- For paragliders, pilots must be hooked in, lines clear, gloves on, instruments switched on, and generally organized before entering the launch area. If a pilot is not organized, the launch director may ask them to move aside until a normal level of organization is achieved. The pilot may then re-enter the line with no loss of position if the correction is minor; but if they have blatantly entered the line unprepared, they will be sent to the back of the line. A pilot may also make the call that there's an issue and move out of the way until the issue is resolved.
- 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 line and move behind all the other waiting pilots.
- In tow meets, there must be enough tow vehicles and operators to get all pilots into the air in a timely manner to take the first start gate.
- If the Safety Director or Meet Director closes launch after the first competitor has launched because of unsafe launching conditions or the air is non-launchable for significant periods of time in the safety director's opinion, then the window may be extended by a maximum of 30 minutes. Launch windows CANNOT be extended simply because some pilots did not launch early in the window and then conditions changed.
- After one competitor has launched, the task is considered as "started," and may not be changed. The task may be cancelled and a new task called if the launched competitor(s) has (have) reasonable time and transportation to return to launch.

B. Identification by Launch Official

Each pilot is responsible for seeing that the Launch Official correctly identifies him/her.

6.3. GPS Flight Documentation

GPS units will generally be used for flight verification unless some other method is specified in the meet-specific rules. The competition organization must announce beforehand what approved software will be used and the types of GPS instruments that will, at minimum, be supported. Other types of GPS/Vario combinations are allowed, but the pilot must bring appropriate cables. If the GPS won't work with the meet software, then the pilot is responsible for providing an appropriate GPS.

A. Backup GPS.

A pilot may use multiple GPS's for verification and backup and may submit multiple track-logs to the scorer. The evidence will be chosen so that the pilot's best possible score, from all correctly obtained data, will be taken for flight verification.

B. Rejection of track log

The Meet Director has the discretion to reject any track-log, or part thereof; if he/she feels it does not show sufficient evidence that the claimed data is genuine. If the launch is verified as valid by a meet official, then bomb out points will be awarded. Without a verified launch, the pilot's score will be zero for the day.

C. Stopping the task

If a task is stopped, the pilots will still be scored ten minutes prior to the time the task was officially stopped. For those pilots not in goal at the task stop time, distance points will be awarded based on best in-flight track log point or landing point recorded 10 minutes prior to, or at, the stop time. No other means of flight verification will be accepted if the task is stopped. Pilots without a continuously updated and valid GPS track will be at a disadvantage.

D. The Meet Director will specify a goal closing time. Pilots crossing the goal after this time will be scored as having flown the distance to goal but will not be timed.

E. The competitor shall also turn in any GPS data to mark his/her landing point if he lands out.

6.4. Scoring

Provisional Scores will be posted as soon as possible after a round. After examination of flight documentation, application of penalties, etc., Official Scores will be posted. Meet directors are encouraged to post the daily and final results in as timely a fashion as possible on the web. Final scores from all HPAC/ACVL meets must be posted on the

event website and submitted to the CC.

6.5. Task Validity

Task validity will be determined by the HPAC/ACVL approved scoring system. Race to Goal tasks are the only valid tasks for Nationals or B meets. Other systems for scoring may be used in Class C meets.

6.6. Task Cancellation and Stopping a task

- A. Meet Organizers are required to have a system to notify pilots of task cancellation or task stoppage prior to the completion of the task because of weather or other safety considerations that the pilots cannot avoid. Note that individual pilots are always responsible for their own safety—it's common to have unsafe conditions on a segment of a task. In general, tasks will only be stopped or cancelled if there are widespread problems along the task line or at goal. If the task is cancelled, the round will not be scored.
- B. If the task is stopped but not cancelled, the task will be scored ten minutes prior to the last point the pilot reached when the stop time was called.
- C. Only the Meet Director may stop a task, unless an alternate system has been announced at the pilots meeting. Generally the "backup" is the Safety Director or the head of the safety committee, if required.
- D. The method for announcing a stopped or cancelled task is for the meet director or safety director to announce stops or cancellations on the official meet frequency. It is up to the pilots to hear that announcement.

6.7. Penalties

- A. The Meet Director will have sole authority to assess penalty points or disqualify a competitor from further participation in the contest and will be expected to do so in cases of flagrant violations of the HPAC/ACVL Competition Rulebook or the Meet Specific Rules. Penalties may be assessed against the competitor's daily or cumulative score, at the Meet Director's discretion. The Meet Director is not required to issue verbal or written warnings prior to assessing penalties or disqualifying a competitor. Officials and competitors will report rule infractions to the Meet Director.
- B. Penalties assessed by the Meet Director, or disqualification of a competitor from the contest, will automatically be reviewed by the Protest Committee. The penalized or disqualified competitor will be given the opportunity to present information to the Protest Committee. Time and distance penalties for late takeoffs, late landing reporting and incorrect landing reporting are specifically stated in the rules and are not subject to review without the filing of a formal protest.

7. Complaints, Protests and Appeals

7.1. Complaints

- A. A complaint is 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.
- B. If the competitor is still dissatisfied, he/she may file a protest.

7.2. Protests

- A. Protests must be made in writing no later than 24 hours after the incident being protested. The posting of scores may be an event subject to protest.
- B. A fee may be required and may or may not be refunded as determined by the Meet Specific Rules. The Protest Committee will rule on any protest within 24 hours of its submission. If a ruling is made in favor of the protest, the protest fee will be refunded.

7.3. Appeals

- A. In the event that a competitor is unsatisfied with the ruling of the Meet Director and 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 injustice, and providing all available evidence to support his/her case, to the CCC c/o HPAC/ACVL. Such an appeal is to be filed not more than 30 days after the end of the meet in question.

- B. The CC will rule on the appeal within 60 days of the receipt of the appeal. He/she may or may not choose to conduct his own research on the matter, and has authority to alter the final results of the contest in response to such an appeal in the event he/she finds compelling evidence to support the claims of the appealing pilot.

8. Responsibilities and Obligations of Competition Pilots

8.1. Entry Fees

Pilots will produce payment of specified entry fees by the date and time specified.

8.2. Forms

Pilots will complete fully and accurately all meet-relevant forms (entry, liability release, etc.), and produce proof of HPAC/ACVL membership and/or glider certification when requested.

8.3. Briefings

Pilots will attend all meetings and briefings as requested.

8.4. Competition Rules

Pilots will become thoroughly familiar with competition rules and address questions to proper officials prior to the first round of competition.

8.5. Punctuality

Pilots will make themselves and their equipment ready for launch in a timely manner and will execute a safe launch in the time made available to them by the Launch Director, following the prescribed order of flight. Pilots have the right to decline launch if they think conditions are unsafe.

8.6. Flight Technique

It is the pilot's responsibility to fly safely and to round turn points and to execute starts and finishes in an unambiguous manner.

All competitors will comply with Canadian airspace law.

Pilots will follow generally accepted right of way and thermal etiquette rules.

8.7. Keeping Informed

It is the pilot's responsibility to keep up with all schedule changes, course modifications and rules amendments.

Ignorance of the rules, tasks, etc. including changes made verbally at pilots meetings, will not be considered a valid reason for exceptions to said rules. Allowing such exceptions would unfairly disadvantage competitors following the rules.

8.8. Code of Conduct

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

1. All gates must be left as they are found.
2. Care must be exercised when moving personnel and gliders across fence lines to prevent damage.

3. Vehicles will only be driven on roads and at reasonable speeds.
4. Land well clear of stock.
5. 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.
6. Complaints from property owners/lease holders may result in penalties as the meet director sees fit. Competitors are responsible for the actions of their ground crew.

B. Members of the HPAC/ACVL who participate in HPAC/ACVL Sanctioned events, and FAI Sanctioned events, and other events where their participation results from an appointment by the HPAC/ACVL, including but not limited to competitions, agree as a condition of their participation in such events, to conduct themselves in a sportsmanlike manner.

8.9. Emergencies

- A. When an emergency occurs, the Safety Director or Meet Director must be notified without delay.
- B. If a pilot lands to assist an injured pilot, that action will not hurt his/her score in the meet. Pilots who land to assist an injured pilot will be awarded sufficient points to maintain the same percentage of the leader' points.
- C. Landing to assist a downed pilot is only encouraged, if it will not lead to another injured pilot.
- D. The “landing to assist” is an “either/or” call. If a pilot stops to circle above a pilot and relay radio information then the pilot may choose to either end his/her day there, or continue on to goal. If he/she continues on, no additional points will be given for the assistance.
- E. Paraglider pilots should immediately ball their wings up if they land and are OK. An unpacked, loose wing on the ground means, “I need help.”
- F. A pilot should immediately radio that he is OK or if he/she needs assistance after a reserve deployment. If the radio is not functioning, then the pilot should follow the above.
- G. Hang glider pilots should unclip and visibly show they are OK if it is safe to do so.

9. The National Championship

9.1. Purpose

The purpose of the Nationals shall be to provide a high-level competition to select a Canadian National Champion in Hang Gliding or Paragliding.

9.2. Sanction Applications

Persons wishing to organize the Canadian National Championships shall submit a Sanction Application in writing to the CC for recommendation to the Board of Directors.

9.3. Dates

The schedule for the meet shall involve one period of no more than nine days during which the pilots are required to be at the site of the contest.

10. International Competition and National Team Selection System

10.1. General

The selection of any Canadian National Team for international competition, including the FAI World Championships, will be based on the proven ability to compete, as measured by the HPAC/ACVL NTSS.

10.2. Team Selection

- A. The number of pilots to be sent shall be the number of competitors invited by the international Meet Organizers. These pilots shall be chosen in order from the NTSS ranking for hang gliding and paragliding.
- B. The CC or Team Leader shall send notice of the competition to the top pilots in the NTSS ranking at the earliest practical date, but not less than three months prior to the competition. Pilots wishing to become team members must let the CC know by email and pay the meet organizers directly. The pilot must provide proof to the CC/ team captain that the money has been paid.

10.3. Canadian Team Support Plan

- A. The Team Captain will be responsible for organizing the logistical and financial support effort for the team, as well as the organization of transportation to and from the competition site. Individual team members will pay these expenses up front, not HPAC/ACVL or the Team Captain, unless other arrangements are made.
- B. The Team Captain or his/her designate will be responsible for briefing the team members concerning passports, visas, FAI Sporting Licenses, and nationality documents if required.

10.4. National Team Selection System

- A. The purpose of the NTSS is to provide a national pilot ranking based on objective measurement of a pilot's proven ability to compete against other pilots of proven competitive ability. The purpose of this ranking is to select pilots for Canadian National teams which will fly in international competitions such as the FAI World Championships.
- B. In addition, the purpose of this ranking is to encourage Canadian hang glider and paraglider pilots to participate in competitions and earn NTSS and WPRS points through their participation.
 - 1. A pilot's ranking is based on total points accumulated in his/her best three meets in each of the two years immediately previous to the ranking year. One meet from each year must be Canadian.
 - 2. Total NTSS points are determined using: 40 percent of the first year's total points and 60 percent of the second year's total points=current NTSS points.
 - 3. For field validity, use the most current Canadian, WPRS or US ranking available on the first day of the meet. There is no "retroactive" scoring for field validity based on updated rankings.

10.5. National Team Member Code of Conduct

Be Canadian. Pilots who act in a manner that reflects poorly on Canadian flying while at a meet may be removed from the team.