

# SAFA Competition Manual

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## Disclaimer

The information contained in this manual is presented in good faith.

As far as possible it represents the best information available at the time of publication. If you notice any errors or omissions please advise the [Competition Committee](#) Convenor or General Manager of the SAFA.

## 1 Supporting Documentation

The following sections are intended to be read in conjunction:

Document Name & Link	Location Reference
<a href="#">CIVL GAP Centralised Cross-Country Competition Scoring for Hang Gliders and Paragliders</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">OzGap explanation document</a>	<a href="https://www.safa.asn.au/pilot-tools/forms-docs">https://www.safa.asn.au/pilot-tools/forms-docs</a>
<a href="#">SAFA Anti-Doping Policy</a>	<a href="https://www.safa.asn.au/pilot-tools/forms-docs">https://www.safa.asn.au/pilot-tools/forms-docs</a>

### Other relevant Competition Reference material

Document Name & Link	Location Reference
<a href="#">FAI Sporting Code - Section 7 - Common</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">FAI Sporting Code Section 7A - Cross Country</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">FAI Sporting Code Section 7E - WPRS</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">FAI Sporting Code Section 7F - XC Scoring</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">FAI Sporting Code Section 7G - CCC Paragliders Requirements</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">FAI Sporting Code Section H - CIVL Flight Recorder Specification</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">FAI Sporting Code Section 7I - Guidelines &amp; Templates</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">FAI Anti-Doping Rules 2015</a>	<a href="https://www.fai.org/civil-documents">https://www.fai.org/civil-documents</a>
<a href="#">Sanction application forms</a>	<a href="https://www.safa.asn.au/pilot-tools/forms-docs">https://www.safa.asn.au/pilot-tools/forms-docs</a>
<a href="#">The SAFA Management Procedures Manual</a>	<a href="https://www.safa.asn.au/pilot-tools/forms-docs">https://www.safa.asn.au/pilot-tools/forms-docs</a>

## 2 Change Log

Issue	Date	Authors	Change Notes
Initial	04 Dec 1990	Paul Mollison Ian Jarman Jenny Ganderton	Input from Steve Blenkinsop, Craig Worth and a host of pilots.
6.7	22 Oct 2008	Len Paton Tim Cummings Geoff Wong Rod Merigan Chris Fogg.	Not recorded
6.8	21 Oct 2009	Geoff Wong Len Paton Rod Merigan Cameron Tunbridge Trent Brown Chris Fogg	Not recorded
6.9A	11 Jul 2012	Geoff Wong Scott Barrett Rod Merigan Cameron Tunbridge Tony Giammichele	Not recorded
6.10A	16 Sept 2014	David Gibbs Neil Petersen Frank Adler Tony Giammichele	Not recorded
6.11	01 Oct 2015	David Gibbs Frank Adler Tony Giammichele	Not recorded
7.0	01 Oct 2016	David Gibbs Frank Adler Tony Giammichele	In consultation with the wider PG competition scene.
17.0	01 Sept 2017	Frank Adler David Gibbs, Steve Nagle Harrison Rowntree Shaun Archer	Revised edition numbering applies.  Edition names are aligned to the flying season of when the document was published ("Edition 17" = published for the 17/18 season onwards)
18.0		Frank Adler Steve Nagle Harrison Rowntree	Entire document reviewed for consistency, logical structure and ease of referencing. All internal references updated.  Updated references to HGFA with name change to SAFA.  Document updated by Kirsten Seeto
19.0	21 August 2020	Steve Nagle Harison Rowntree Simon Houston Peter Burkitt	The published version was a quick revision on 17.0. The 18.0 version was never publicly released and worked on for three more years.
21.0	2 August 2021	Harrison Rowntree Matts Eliasson	<ul style="list-style-type: none"> <li>- HG launching rules revised.</li> <li>- HG sanction requirements revised.</li> </ul>

		Peter Burkitt Adam Stott	<ul style="list-style-type: none"> <li>- HG national ladder is now a task based ladder.</li> <li>- Changed rules on inclusion of non-standard scoring systems</li> <li>- Glide to ground bonus given to HG and PG at 5:1 in a stopped task.</li> <li>- Added airspace infringement rules</li> <li>- Included ladders for all PG classes.</li> <li>- Added examples of ladder calculations and external competition inclusions.</li> <li>- SAFA now pays for all Cat 2 sanctions for all competitions in Australia</li> <li>- The calculation for the reward for assisting others was adjusted to match the FAI reward + a bonus.</li> <li>- Added FTV ladder explanation as Appendix 21</li> </ul>
22.1	13th May 2022	Adam Stott	<ul style="list-style-type: none"> <li>- Clarification of section 20.2 (h) as passed by May CC Meeting.</li> <li>- Removal of description in 11.3.2 of contents.</li> <li>- Competition Access Policy attached as appendix J.</li> </ul>
22.2	20th of July 2022	Harrison Rowntree	<ul style="list-style-type: none"> <li>- Added the option for online voting for new CC members.</li> </ul>
22.3	15th November 2022	Adam Stott	<ul style="list-style-type: none"> <li>- Removed references to 31st December cut off date for PG TSL in sections 19.1, 20.2 and 19.2.2.1.</li> <li>- Replaced reference to "2 Seasons" with "2 years" in section 19.2.2.2</li> </ul>
22.4	21st December 2022	Adam Stott Harrison Rowntree Matts Eliasson Steve Docherty	<ul style="list-style-type: none"> <li>- Changes made to 19.4.3 and 22</li> <li>- Reverted to V19 for Alternative Scoring Systems to allow for place based scoring.</li> <li>- Added a day quality factor to the scoring equation for Alternative Scoring</li> <li>- Clarified the maximum sanction an alternately scored competition can be awarded.</li> </ul>

### 3 Abbreviations

SAFA	The Sports Aviation Federation of Australia
CC	Competition Committee
TD	Technical Delegate
GAP	CIVL's scoring system is named after the first-name initials of its three inventors Gerolf Heinrichs (G), Angelo Crapanzano (A) and Paul Mollison (P).
OzGAP	Australia's version of GAP

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## 4 Introduction

The Sports Aviation Federation of Australia (SAFA) produces this competition manual as a guide for competition pilots and for the conduct of Hang gliding and Paragliding competitions within Australia.

This manual is updated and reprinted by the [Competition Committee](#) (CC) of the SAFA in the interests of fostering development of the competitive aspects of the sport and to provide information for practising and intending competition pilots. This manual should be read in conjunction with the General Section and Section 7 of the FAI Sporting Code available from the [SAFA website](#), or from the [FAI website](#) <http://www.fai.org>

### 4.1 SAFA

The SAFA has a number of other documents relating to various aspects and levels of competitive Hang gliding and Paragliding. These are listed in the [Supporting Documentation](#) section.

Constructive comment and or additional material for inclusion in future editions of this manual are always welcome and may be forwarded to:

The Competitions Committee Convenor;  
Competition Committee  
C/- The General Manager:  
21/54 Commercial Place, Keilor East, Vic 3033

Email: [comps.coordinator@safa.asn.au](mailto:comps.coordinator@safa.asn.au)

### 4.2 Basic Objectives of the SAFA Competitions System

- To provide a safe and structured pathway for pilot development from entry-level fly-ins through to elite level competitions;
- To achieve and maintain (for Australian pilots) a high standard of competitive performance at international competitions;
- To determine national champions in all classes;
- To provide the base data for determining a national pilot ranking system ([Appendix F - National Ladders](#));
- To encourage fun, skill improvement and increased participation; and
- To assist in the promotion of the sport.

### 4.3 Aims of the Competition Manual

- Promoting a safe competitions system for the sports of Hang gliding, Paragliding and Weight-shift Microlighting;

- Providing a clear understanding of the responsibilities and privileges for competitors and organisers of events within these sports; and
- Providing a framework upon which the competitive aspects of the sports can be administered and allowed to develop.

## 4.4 Scope

These rules are intended to be read in conjunction with the FAI Sporting Code - General Section, and the [FAI Sporting Code for Hang gliders](#) - Section 7. Specific details for each competition are prepared as Local Regulations by the [Competition Organiser](#) and the [Competition Director](#).

## 4.5 Interpretation

The Competition Manual rules were written to agree in principle with the FAI Sporting Code Section 7 in the broader sense of safety and valid competition. All rule interpretations shall be using the English language.

Where there is conflict between the FAI Sporting Codes and these rules, then these rules shall take precedence in all Australian SAFA-sanctioned competitions and those with FAI CIVL category 2 sanctioning.

## 4.6 Exceptions

Exceptions to the rules are not allowed when the rules are definite and feasible. If compliance is not feasible, the [Competition Director](#) shall make the necessary exceptions. Competitors shall be informed by:

- Posting a dated, written addendum to the written local rules on the main competition notice board; and
- Verbal advice at the next scheduled pilots briefing.

No exceptions can contradict this Competitions Manual without prior agreement from the [Competition Committee](#). Once competition flying on the first day has started no rules or regulations may be changed.

Any additional requirements within the rules needed during the event will not be retrospective.

## 4.7 Compliance

Failure to adhere to the competition rules outlined herein or specific sanctioning requirements set out by the [Competition Committee](#) may result in individual tasks being retrospectively declared invalid or the entire competition having any or all of its sanction(s) retrospectively downgraded or removed by the [Competition Committee](#).

## 5 Competition Roles

### 5.1 Competition Committee

Within the SAFA, a Competition Committee has been formed to assist with the discharging of the responsibilities of SAFA in the coordination and promotion of the competitive aspects of the sport at all levels. The Competition Committee is responsible to the SAFA Board of Directors and presents a report of their activities to the annual general meeting of the Board.

#### 5.1.1 Competition Committee Objectives and Authorities

The Competition Committee's objectives are to:

- Develop and maintain a competition framework in Australia that promotes fair and safe flying.
- Select the pilots to represent Australia through a fair process.
- Encourage new pilots to try cross country flying through competitions.
- Increase the exposure of hang and paragliding competitions to the SAFA member base and broader public.

The Competition Committee has the following delegated authorities from the Board:

- Final say in the team selection process.
- Authority to request payments to pilots for competition grants.
- Authority to publish changes to the competitions manual.
- Authority to elect the CIVL Delegate for Australia and to direct their vote.

#### 5.1.2 Competition Committee Members

The Competition Committee shall comprise:

- Two representatives of Hang Gliding competition pilots;
- Two representatives of Paragliding competition pilots; and
- The SAFA Commission Internationale de Vol Libre (CIVL) Delegate.
- One member shall be nominated to be the Competition Committee Convenor.

With a majority vote of the Competition Committee and within budget allowances, the following persons may be included on the committee:

- The SAFA General Manager;

- Representative of the Microlight competition pilots;
- The Coach/Manager of the National Hang Gliding, Paragliding, Weight-shift Microlighting or Women's Teams;
- Any person with knowledge, skills or expertise required to assist the Competition Committee to discharge its responsibilities.

Whether these additional committee members have voting rights will be determined by a majority vote of the core [Competition Committee](#) members.

The Competition Committee may nominate a replacement committee member should a casual committee vacancy occur.

### 5.1.3 Election of Competition Committee

The Hang Gliding and Paragliding representatives are elected every two years at the last AAA sanction competition of the season, or via an online vote one week after. The Hang Glider representatives are elected during flying seasons commencing in odd numbered years and the Paraglider representatives during even numbered years.

The Competition Committee can nominate a new member if it desires to replace a resigned member.

The SAFA board decides whether to accept the nominee.

Extra representatives are only elected as deemed necessary by the SAFA board.

## 5.2 Competition Organisation

Where "the Organisers" or "Competition Organisation" are referred to in this document, this is referring to the Competition Organiser and/or their representatives, as clarified at the competition briefing. Unless specified, the Competition Organisation includes, but is not limited to, the Competition Organiser, Competition Director and Launch Director.

### 5.2.1 Competition Organiser

The Competition Organiser:

- is the person or persons who liaises with landowners for permission to use launches, goals, competition headquarters and any other land or property that might be used during the event,
- manages the financial and legal aspects of the event and ensures that the competition infrastructure is suitable for the event,
- should seek advice from the Competition Director as to the competitive requirements of the event,
- must ensure that dangerous overcrowding is avoided in the air. As a guide, tasks must be organised in a way that groups of 100 pilots or more would not be together in the air. If the Competition Organiser

wishes to exceed this limit, they must substantiate the reasons why this will be safe to the [Competition Committee](#), details shall be provided in the Local Regulations,

- must ensure that all competitors are financial members of the Sports Aviation Federation of Australia, as required by law,
- may also be the [Competition Director](#), and
- may fly in the competition unless they are also the [Competition Director](#) of an AA or AAA sanctioned event.

### 5.2.2 Competition Director

The Competition Director:

- is responsible for the sporting aspects of the event,
- will follow the rules and guidelines as detailed in this manual and shall have final say on all sporting matters (within the scope of the competition infrastructure) except that the [Protest Committee](#)'s decision following a protest is final,
- shall advise the [Competition Organiser](#) with regards to infrastructure requirements concerning the event,
- shall run all general pilot briefings and shall seek to ensure that appropriate lines of communication are in place so that any disputes or questions can be answered promptly,
- shall liaise with the Safety Committee and make decisions to stop or cancel a task,
- may also be the [Competition Organiser](#), and
- may *not* fly in the competition if it is a AA or AAA sanctioned event.

### 5.2.3 Launch Director

The Launch Director:

- is responsible for the management of pilots within the launch area. They will be required to administer launch procedures, opening and closing of the launch and relevant timing functions. See [Section 10 - Competition Rules](#) for details,
- may also be the [Competition Director](#).

## 5.3 Protest Committee

All A, or higher, sanctioned competitions, will have a Protest Committee. The Protest Committee will consist of three people, plus at least one nominated reserve, who would be used if there was a conflict of interest with one (or more) of the nominated Protest Committee members.

No member of the Protest Committee can be part of the [Competition Organisation](#).

The Protest Committee will apply the current rules as stated in this Competitions Manual to resolve any protests that may apply.



If the published rules are clear and feasible they should 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 Competitions Manual. The Protest Committee's decision is final. The Protest Committee may also advise the [Competition Committee](#) on possible future rule changes in order to improve the running of competitions.

## 5.4 Task Committee

Task setting and selection remains the ultimate responsibility of the [Competition Director](#), but a task will not be flown without prior reference to the Task Committee.

## 5.5 Safety Committee

The Safety Committee's duty is to monitor the flying operations and report to the [Competition Director](#) when conditions become unsafe either on launch or on course.

The [Competition Director](#) is responsible for determining safe or unsafe flying conditions, while the Safety Committee serves as a check and balance for safety considerations. The ultimate responsibility for a pilot's safety lies with the decisions of the pilot themselves and is not guaranteed by the actions or decisions of the [Competition Organiser](#), the [Competition Director](#) or the Safety Committee.

## 6 Competition Overview

### 6.1 General Information

Competition Organisers must make the following information available to all competitors by the close of the first briefing.

Attribute	Required Details
<b>Competition Name</b>	Name of competition, as advertised Must comply with <a href="#">Section 14.3.5 - Competition Names</a>
<b>Competition Sanction Status</b>	Sanction awarded Basic ladder points Any conditions applicable for sanction
<b>Competition Format</b>	Grades of competition Number of Rounds (Tasks) Structure of Rounds (Tasks)
<b>Competition Dates</b>	All included dates of event plus: Registration date, time and place Practice days Prize-giving event details
<b>Daily Schedule</b>	Daily pilot briefings Expected meeting points Points of assistance for track submission
<b>Sites being used</b>	All sites to be considered for tasks
<b>Maps</b>	Covering area to be tasked within and all possible launch sites Maps clearly showing airspace likely to be encountered
<b>Key Contacts</b>	For all officials for the duration of the event Including contacts in the event of accidents or emergencies
<b>Prizes</b>	If applicable Relevant sponsors providing prizes Award categories
<b>Entry Requirements</b>	For reference
<b>Fees &amp; Charges</b>	For reference
<b>Protest Process</b>	Protest Fee Timetable for assessing protest Lodgement procedures
<b>Names of all Committee Members</b>	Task Committee Safety Committee Protest Committee (including Reserves)

<b>Flight Submission Process</b>	Acceptable format Submission options Deadline for submission
<b>GPS Policy</b>	<a href="#">Refer to list of approved instruments on CIVL website</a>
<b>Any other relevant information</b>	Competition social events etc Retrieve information (if being supplied)

## 6.2 Competition Entry

### 6.2.1 Pilot Acceptance before Priority Entry Deadline

#### 6.2.1.1 Acceptance to FAI CAT 1 competitions

In cases where an SAFA sanctioned FAI CAT 1 competition is oversubscribed a priority entry system will be applied to the national competitors. The Priority entry deadlines specified by the [Competition Organisers](#) and approved by the [Competition Committee](#) shall be enforceable. Acceptance of pilots to compete shall be in order of priority as follows:

1. Australian pilots in order of National ladder ranking up to 50% of the competition field.
2. Australian pilots, nominated by states and territories as necessary to allow a minimum participation of four pilots from each state or region.
3. Overseas pilots (in order of World Pilot Ranking) are subject to a maximum of 25 percent of the field.
4. Female pilots sufficient to ensure reasonable competition for any trophies awarded in this category.
5. Wild card entries at the discretion of the [Competition Organiser](#).
6. Other pilots in order of application.
7. An Australian pilot who has an Australian ranking below 50 on the National Ladder may choose to be selected as an overseas pilot based upon their WPRS ranking instead of as an Australian pilot. The minimum percentage of actual overseas pilot places available must still be at least 25%.

#### 6.2.1.2 Acceptance to FAI CAT 2 competitions

In cases where a FAI CAT 2 competition is oversubscribed, competition places will be assigned to registered pilots in the order in which the [competition organiser](#) receives payment of the competition fee through the payment channels published on the competition website.

To be noted:

- FAI Category 2 events must be open to international pilots for up to 25% of the competition field.
- Upon receipt of payment for the competition fees, the [Competition Organiser](#) will confirm a pilot's place in the competition to each pilot. Pilots are advised not to book travel and accommodation before the confirmation notice has been received.

A two-staged entry system applies to all Australian FAI CAT2 events with the objective of providing a guaranteed entry option to the best performing pilots and maintaining a manageable overhead for [competition organisers](#).

The stages are defined as follows:

	Stage 1: Priority Entry	Stage 2: Ordered Entry
<b>Duration</b>	Minimum of 30 days Cut-off day and time to be announced	End of Stage 1 to either: <ul style="list-style-type: none"> <li>● The competition being fully subscribed or</li> <li>● Start of Day 1 pilot briefing.</li> </ul>
<b>Eligibility</b>	Any Australian pilot (according to their nationality on CIVL) ranked better than half the number of entry places (or greater at the comp organiser's discretion) of the total competition field.	Anyone else that satisfies the necessary minimum requirements outlined in this document.
<b>Oversubscription Process</b>	Not applicable	Competition places will be assigned to registered pilots in the order in which the Competition Organiser receives complete registrations*
<b>Waiting List</b>	Not applicable	Only complete registrations* are considered as waiting list entries. Pilots who are on the waiting list will receive a full refund if unsuccessful and can withdraw their registration at any time until their entry is confirmed by the Competition Organiser.

\* Complete Registrations consist of:

- a) populating and submitting the necessary registration form and `
- b) payment receipt by the [competition organiser](#) in the amount and through a payment channel as stipulated on the competition website.

Neither a) nor b) are sufficient without the other.

A valid registration does not constitute a guaranteed place in the competition.

Other points to be considered:

- The [competition organiser](#) can assign 5 of the field as wildcard slots. Assignment of the wildcard slots are up to the organiser and do count as part of the total competition pilot number.

- Upon receipt of payment for the competition fees, the [competition organiser](#) will confirm a pilot's place in the competition to each pilot. Pilots are advised not to book travel and accommodation before the confirmation notice has been received.

### 6.2.2 Pilot Eligibility

Intending pilots must register prior to the registration deadline. Late entries shall only be allowed at the discretion of the [Competition Director](#). An SAFA sanctioned competition must be open to all pilots who comply with the following requirements:

- Full or Visiting Pilot SAFA Membership is required by all pilots;
- Where the age of intending pilots is less than 18 years the written consent of a parent or guardian is required to be lodged with the [Competition Director](#);
- A minimum pilot proficiency rating (or overseas equivalent) as specified by the [Competition Organiser](#) is required;
- Any other requirements as specified by the [Competition Organiser](#).

The onus rests with the pilot to prove, if called on to do so, compliance with the entry requirements.

Where pilots withdraw from the competition prior to the conduct of the first valid round, a substitute entry may be allowed in the event that the first round draw includes the pilot that has withdrawn.

If it is found out later, that a pilot was not a full or visiting member of SAFA during the competition, any ranking points earned by the pilot for that competition will be cancelled and further disciplinary action may be taken. Penalties may also be applied to the competition as described in [Section 12.7 - Application of Penalties](#).

## 7 Equipment

### 7.1 Aircraft

#### 7.1.1 Standard of Equipment

Detailed rules on standards for helmets, reserve parachutes, glider conformance and other equipment are provided in the section [Appendix B - Equipment Airworthiness & Safety Standards](#). The purpose of these standards is to ensure a certain minimum level of structural integrity and pilot safety in all classes of hang gliders and paragliders and associated equipment.

All gliders must (if required), be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The [Competition Organisation](#) has the right to inspect for Class conformity and airworthiness.

#### 7.1.2 Preparation for Flight

Each glider shall be given a pre-flight check by its pilot, and may not be flown unless it is serviceable.

#### 7.1.3 Substitution of Glider

If permission is given by the [Competition Director](#) to substitute the glider temporarily or permanently, it may be substituted by:

- An identical make and model; or
- Another glider, where the replacement is advised to all pilots at a general briefing and there are no objections.

#### 7.1.4 Tracking Devices

SAFA recommends that competitors fly with tracking devices that allow [Competition Organisers](#) to readily know the pilot's position at all times. SAFA also recommends that [Competition Organisers](#) make use of a system that allows them to readily track competitors' positions at all times, and that they mandate the use by all competitors of suitable trackers that support this.

### 7.2 Communication Equipment

It is mandatory for pilots to carry a radio receiver compatible with the [Competition Organiser's](#) published frequency for safety communications. This must be switched on in flight and set to either the competition frequency or that of the pilot's team leader and retrieve vehicles (where someone on those frequencies is monitoring the competition channel and in a position to repeat

important messages). Permitted frequencies will be specified in the competition rules or local regulations.

Up to two radio transmitters are permitted for use in voice communication by the pilot in competitions.

## 7.3 Flight Recorder Equipment

Where GPS tracklog evidence is required to score, an IGC data file from a flight recorder is required.

The IGC data file produced by a flight recorder will only provide a true record to a level that is reasonable and practicable. The recorder must be a device capable of producing a digitally signed IGC flight data file, from position and altitude data obtained from an internal GPS. It must be ensured that:

- False data cannot be injected or recorded.
- Internal data cannot be modified.

The pilot must provide an unambiguous track log of their flight that shows that the data was collected:

- Of the declared turn point coordinates from the correct location in the correct sequence.
- Between the take-off and landing.
- With all relevant information being present on the track log.

### 7.3.1 Approved Devices

All FAI approved recorders can be used. A list can be found on the FAI website.

At time of writing the correct link is:

<https://www.fai.org/page/civil-xc-instrument-accepted>

### 7.3.2 Backup Tracklog GPS

Pilots may submit two (or more) tracklogs for flight verification to the competition scorer. If deemed necessary by the scorer, multiple tracklogs may be utilised, each covering part of the flight, so that the pilot's best possible score will be derived.

## 8 Pilot Responsibility

The individual pilots are ultimately responsible for their own safety and for the collection of the appropriate information that is required to substantiate their flights for the competition.

Individual pilots must familiarise themselves with the rules of the competition and the procedures required by the Competition Organisation and the [Competition Director](#).

Pilots must act in a manner that does not endanger other people or their property. They must not act in a way that offends or unduly inconveniences other people.

Failure to act in a suitable way during the event may lead to the application of penalties or disqualification from the event, and in severe cases the person may be referred to outside statutory bodies (CASA, police etc) for further action to be taken against the person.

### 8.1 Fitness

A pilot may not fly unless fit. Any injury, drugs or medication taken which might affect the pilot's performance in the air, must be reported to the [Competition Director](#) before flying.

Performance enhancing drugs are prohibited. All competing pilots must adhere to the SAFA Anti-Doping Policy, as referenced in Section [1 Supporting Documentation](#). If any competitors have to take any prohibited substances for medical reasons, they must obtain a "Therapeutic Use Exemption".

### 8.2 Collision Avoidance

Circuit, turning and landing patterns given at briefing shall be complied with, international collision avoidance regulations obeyed and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

### 8.3 Dangerous Flying Conduct

It is the responsibility of every pilot to fly in such a way that personal safety and the safety of others is maintained at all times. The [Competition Director](#) may penalise competitors who fail to observe this rule, or exclude them from the results.

### 8.4 Substitution of Competitors

Competitors may not be substituted, or changed to another class once flying has commenced on the first (valid) day of competition except in accordance



with the requirements of [Section 15.1.2 - Change in Glider Configuration or Construction](#).

## 8.5 GPS Instruments

The pilot is responsible for the configuration and compatibility of their instruments with flight recorder requirements as outlined in [Section 7.3 - Flight Recorder Equipment](#).

## 8.6 Cloud Flying

Intentional flying in cloud is prohibited.

Where unintentional cloud flying occurs, a pilot may escape penalty by taking action to negate any advantage that may have been gained.

## 8.7 Civil Aviation Orders

The current issue of Civil Aviation Order 95.8 and 95.32 (which together outline exemptions from General Aviation regulations for hang-gliders, paragliders, powered hang-gliders and powered paragliders, weight shift controlled aeroplanes and powered parachutes) is to be observed at all times. Minor breaches of the requirements of C.A.O 95.8 or 95.32 will result in the awarding of penalty points in accordance with [Section 12 - Penalties](#) and the FAI Sporting Code Section 7I. Major infringements may result in disqualification and/or further disciplinary action by SAFA and/or CASA.

## 8.8 Local regulations

Local regulations complement this manual to cover any aspects peculiar to the local area. For example, airspace restrictions, “no go” areas (which are areas that the pilots should avoid for whatever reason), special rules that the pilots need to adhere to that are not covered in this manual and a list of any special considerations that the pilots should bear in mind.

The local regulations for all ‘A’ or higher sanction competitions

- cannot contradict rules, or the spirit of the rules, contained in this manual without prior written approval from the [Competition Committee](#).
- need to be submitted for approval by the [Competition Committee](#) as part of the sanctioning process. To support this process, the [Competition Organiser](#) should supply a PDF copy of the rules which should contain a ‘created date’ and document version number.

The local regulations shall contain all Competition Details as defined in [Section](#)

[6.1 - General Information](#) and will be made available to all pilots at the same time the registration opens on the competition website.

After the local rules have been approved as part of the sanctioning process, further changes to the local rules can only be made by majority vote at the first pilot briefing at the start of the competition. Changes to the local rules as part of the pilot briefing may not contradict rules, or the spirit of the rules, contained in this manual and must be minuted and published on the notice board.

### 8.8.1 Private Property

All competitors and their retrieve drivers are reminded that many landings will be on private property. Pilots are required to act in such a manner that promotes the continued practice of Hang Gliding and Paragliding in the area:

- All gates should be left as they are found.
- Care should be exercised when conveying equipment across fence lines to prevent damage.
- Vehicles should only be driven on marked tracks unless permission to do otherwise has been obtained from the landowner.
- Land in a position that is well clear of stock.
- Leave no litter at the launch or landing site.
- Landings in crops are not to be attempted

Some landowners may have specifically requested that pilots refrain from landing in their properties. A map detailing these areas will be displayed on the main competition notice board. Where these areas are close to launch points an additional map will be displayed on the launch notice board.

Pilots are warned that complaints from property owners may incur penalties.

### 8.8.2 Forms

Pilots will complete fully and accurately all forms when requested. Pilots shall ensure that the competition scorer receives their GPS tracklog or landing form each day. Pilots who, without good reason, fail to submit their check-in or fill out a landing form when requested to, by the specified time, will incur penalty points.

## 8.9 Daily Check-In

In order to ensure all pilots are safe at the end of each round, all pilots will be required to check-in with competition officials, in the manner prescribed by those officials, before the designated check-in time each day.

Failure to do so may lead to penalties being applied, see [Section 12 - Penalties](#).

## 8.10 Keeping Informed

It is the pilot's responsibility to keep up with all schedule changes, course modifications and rule amendments. The main competition notice board is located at headquarters. This notice board is for the display of all competition information including any addendum to these rules. In addition to the main competition notice board a notice board shall be located at each launch.

## 8.11 Assisting others

Pilots who notice another pilot who may be in need of medical assistance should

- a. pass on the location of the injured pilot to the competition organisation
- b. provided it is safe to do so, land next to the injured pilot to assist as required.

To compensate pilots for their efforts the competition organiser can specify a set of measures which apply to pilots who landed to assist others. Where no local rules are specified the following set of guidelines applies:

- The pilot's score for the day shall be his/her average day-weighted score averaged over all flown tasks. As the meet progresses that score will be adjusted after each task.
- The pilot receives free choice of launch order for the remainder of the competition

## 8.12 Airspace Infringements

Unless specified in the local rules for a competition, the penalty for infringing on airspace both vertically and horizontally will be a loss of 1% of the pilot's points for every 1 metre the pilot infringes. Multiple entries into airspace will only penalise the furthest entry into airspace.

## 9 Competition Tasks

Each competition shall consist of competition tasks. Tasks shall be one of the task types described below in [Section 9.1 Task Types](#).

The properties that define a task shall all be specified when the task is set for the round. All flights shall be verified by the use of an approved GPS recording system. See GPS rules and procedures in Section [7.3 Flight Recorder Equipment](#) for further explanation.

The task for the round will be announced at a pilot briefing. A large-scale map shall be posted on the launch notice board at least 15 minutes before the launch is declared open. This map shall detail the task, including start points, turn points, goal, the re-flight area and any areas to which entry is restricted.

Pilots must be given at least 15 minutes notice of the task before the task is opened.

### 9.1 Task Types

A task can be either a race task or an open distance task.

#### Race task

A race task definition consists of:

- A launch point, given as WGS84 coordinates
- A number of control zones (turn points)
- A goal
- An indication which of the control zones is the start (start of speed section)
- If goal does not serve as end of speed section: An indication which of the control zones is the end of speed section
- A launch time window
- A start procedure, including timing ([See 9.2.2 Starting](#))
- Optionally, a task deadline

#### Open distance task

An open distance task definition consists of:

- A launch point, given as WGS84 coordinates
- A number of control zones
- Optionally, an indication which of the control zones is the start
- Optionally, a direction for the final, open distance leg
- A launch time window
- If a start control zone exists: A start time
- A task deadline

For more information on the definitions of control zones and goal lines, see the [FAI Sporting Code Section 7F - XC Scoring](#)

## 9.2 Task Features

The [Competition Director](#) shall provide GPS coordinates in the form of a latitude and longitude and elevation (in metres above MSL), a shape and a radius around those coordinates for the start gate, the control zones (turn points) and the goal. Except where a manned physical goal line is present these coordinates take precedence over all geographic or physical descriptions provided. Pilots should establish for themselves the correct information for use with their particular navigation equipment.

Both the [Task Committee](#) and [Competition Director](#) must ensure that a task should NOT reward a pilot that is prepared to take a higher level of risk to their safety. For example, the optimum task line should not go over a large area of forest or over open water, with no landing within glide ,or over fire, or through an area with strong turbulence.

### 9.2.1 Launch

GPS verification shall be used to verify a pilot's launch time, if GPS verification doesn't exist for the launch time, a launch official may verify that the pilot took off during the allowed launch time. Where launch times are used for performance measurement the launch shall be manned by timing officials for a period as specified on the launch notice board or as notified at briefing. Pilots who launch after this time shall have the time at which the launch officials cease recording launch times as their start time.

### 9.2.2 Starting

Tasks can start in three ways:

- Elapsed time: A pilot's task start time is the last time they left the start zone.
- Race start: A pilot's task start time is the same for all pilots and is defined before launch as the race start time.
- Interval Race Start (AKA Start Gates): A pilot's task start time is the most recent start time to elapse before a pilot leaves the start zone (or enters the start zone on an entry start zone).

It is important to note that once a pilot has taken the first turnpoint, they can no longer take a later start (if one exists)

The GPS tracklog is used to determine a pilot's start time.

## 9.3 Turnpoints & Sectors

The type of sectors used in a task will be notified as per the published [Competition Details](#). Tasks may be run on the basis of using a variety of different sector types so as to accommodate pilots with different equipment, and for different types of flight verification backup.

### 9.8.1 FAI Sectors

Sectors that represent the start of timing must be in line with the next leg of travel (even if there is a turn point prior to the start point).

### 9.8.2 Cylinder Sectors

Cylindrical sectors may be used in competition. The radius of the sectors will be announced at the general briefing, and if this is to be changed during the competition, the new radius will be announced at the pilot briefing prior to the task. The task shall be measured as the shortest possible distance, passing through each of the cylinders, in the correct sequence.

### 9.8.3 Start and Finish Sectors

There are a variety of options available concerning start and finish sectors.

Competitions will only use start and finish features available in the various approved software packages. A variety of different start and finish sectors may be used in a task so as to accommodate pilots with different equipment, and for different types of flight verification backup. If used, the End of Speed Sector's proximity and height should be set to avoid rewarding pilots who take on a high level of risk to reach goal. For example, to not reward flying at full speed below the level where the reserve parachute can be used.

Pilots must be informed as to what options are available to them at the general briefing, and if this is to be changed during the competition, the new changes will be announced at the pilot briefing prior to the task.

### 9.8.4 Virtual Goals

GPS goals may be "virtual goals". That is, the goal coordinates that are advertised could be at an unmanned landing field. If the proposed landing field is in an area that is unfamiliar to the competition organisation, the task may be declared to have a virtual aerial goal, which means that the pilots need to arrive at goal with enough height to make a safe landing in a suitable area. Virtual aerial goals are to be avoided unless the task committee is aware of suitable safe landing options in the immediate area of the proposed goal.

### 9.8.5 Turn points

Pilots must present GPS evidence that the turnpoint has been achieved as per [Section 11.2.2 GPS Turn Points](#).

### 9.8.6 Goal

To achieve the goal a pilot must cross the finish line at an altitude that enables easy identification by goal officials (where necessary). In classes 1, 2, 4 and 5 (Hang Gliding), a pilot is considered to have crossed the finish line when the nose of the glider cuts the finish line in the correct direction, using only the energy of the glider but not of the pilot. In class 3 (Paragliding), the line is crossed when a pilot's foot cuts the line under the same conditions.

Goal times are recorded in the GPS tracklog.

## 10 Competition Rules

### 10.1 Launching

See [Appendix E - Launching](#) for complete launching rules.

### 10.2 Interruption of a Task

After the task briefing is completed, a task can only be aborted by being either 'stopped' or 'cancelled'. As long as the scores for the day are not final a task may be cancelled or stopped even after any flying activity has concluded where it becomes apparent that conditions may have been unsafe within the task area.

The implications are as follows:

- Task cancelled: no points are awarded to any pilots for this task.
- Task stopped: points may be awarded to some or all competitors if the minimum criteria outlined below are met.

The [Competition Director](#) may:

- Cancel a task if it is deemed the best option, particularly due to unsuitable weather conditions. Note that if launching is suspended only for a short period, the [Competition Director](#) need not cancel the task;
- Stop a task only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety;

A task may be stopped on the grounds of safety only and providing that:

- a) at least one pilot has taken off;
- b) a "fair time" has elapsed after the launch has been open for the minimum required launch time;
- c) A "fair time" is at least, 15 minutes + (4 \* distance in km to the closest point on the start cylinder to the next waypoint on the task line); For a typical 5km start radius on launch, this would be 15 + 4\*5 = 35 minutes.
- d) a minimum of an hour has elapsed since the first task start time or a pilot has reached goal; and
- e) for race tasks only: at least 50 % of the field has launched 20 minutes prior to the first start gate.

If the task is stopped, but not cancelled, the pilot's score will be determined from their GPS position at the taskStopTime in accordance with Section 12.3 of the CIVL GAP rules.

$taskStopTime = taskStopAnnouncementTime - competitionScoreBackTime$

The default competitionScoreBackTime is 5 minutes.



Unless stated otherwise in a competition's local rules both paraglider and hang glider pilots are awarded additional distance based a five to one glide ratio from their GPS height over goal at the taskStopTime.

### 10.2.1 Weather as a Determination for Task Stopping

The [Competition Director](#) is obligated to use all reasonable means at their disposal to ensure weather conditions are safe on and close to the task course line.

The development of Cumulus Nimbus or other dangerous conditions on a course line is reason to stop a task. The timing of such conditions can be established using the means at their disposal to determine a time for the stoppage of the task.

### 10.2.2 Last Task Time

Any scheduled last task time or "land by" times, are treated as the taskStopTime in a stopped task. This time will be announced as part of the task briefing. Points on a tracklog after this time will not be scored.

In order to ensure pilot safety, all pilots must check-in with competition officials before the last task check-in time. Failure to do so may lead to penalties being applied, see [Section 12 - Penalties](#).

## 10.3 Landing Procedures

When pilots land in a designated landing area nominated by the [Competition Director](#), they shall move their glider clear of that area without delay.

Failure to cooperate will result in the awarding of penalty points, see [Section 12 - Penalties](#).

## 10.4 Emergencies

When an emergency occurs the [Launch Director](#) shall be notified without delay. The appropriate emergency service(s) should be notified by phoning 000 or 112 or the appropriate local service.

Pilots who are flying near a pilot who goes down and is in need of aid MUST provide aid to the limit of their own safety. Compensation to the assisting pilots score will be at the discretion of the [Competition Director](#).

The pilot going to the assistance will (generally) receive the equivalent of their average daily scores, expressed as a percentage of the daily winner's scores and determined at the end of the competition, and applied against the winner's score for the round.

Depending on the emergency it may be necessary to suspend or cancel the competition round. Any round cancelled will be declared invalid.

## 10.5 Rest days

The Competition Director may declare a rest day after six consecutive days except on the last competition day. The policy on rest days shall be declared before the first competition day and stated as specified in [Section 6.1 - General Information](#). Rest days are encouraged so that dangerous fatigue is minimised in long competitions.

## 11 Scoring

### 11.1 Task Scoring

Task Scoring is performed using one of the variants of the GAP system. The OzGAP or GAP scoring formulas and Airscore, RACE scoring or FlightSys program as defined by CIVL shall be used for all A or higher sanctioned competitions. Any alterations to the scoring system to be used will only be allowed with the approval of the [Competition Committee](#). The GAP parameters to be used for the competition will be determined as part of the competition sanction. These parameters typically include the:

- version of GAP to be used,
- minimum task distance,
- median task distance,
- minimum task time,
- nominal goal percentage, and
- type of departure, lead-out and arrival bonuses to be use

For full explanation concerning the GAP and OzGAP scoring formula, see [Section 1 - Supporting Documentation](#)

#### 11.1.1 Task Results

A pilot competing in a task may receive one of the following scoring results:

- Goal – the pilot made goal,
- Landed Out (LO) – the pilot landed somewhere on the course after the start gate, but did not make goal,
- Did Not Fly (DNF) – the pilot presented themselves ready and fully equipped to fly, but chooses not launch will be scored DNF (which devalues launch validity) and given a score equal to the minimum distance flown score on the day,
- Absent (ABS) – the pilot did not present themselves to launch, they will score zero for the day and they do not affect task validity. In some circumstances, pilots scored as ABS will receive bonus points and
- Disqualified (DSQ) – a pilot failing to comply with the rules or a Competition Director's directives may be penalised or disqualified from the task

#### 11.1.2 Using Best Evidence for Scoring a Flight

During a pilot's starting manoeuvres, or during the flight, a pilot may inadvertently or purposefully, fly within a sector of a turn-point, start gate, or re-cross a goal line. GPS tracklogs may display extra information that may disadvantage a pilot.

The pilot's score will be derived from the information that gives them the best result for the day, (shortest time around the course, longest distance along the course) as long as all the required information, in the correct order is properly presented.

A corollary of this is that a pilot may fly the course several times and then take the best time as their score for the day, as long as they do not, at any time, land outside the re-flight zone and then launch again.

### 11.1.3 Landing Verification

A scoring flight terminates at the first point after a successful launch where energy from the glider ceases to be the motive force. A pilot may claim their best position on course as their landing position as evidenced by a proper and unambiguous GPS tracklog, as opposed to the physical landing position.

In tasks where a pilot does not have an unambiguous tracklog showing their landing position, a pilot may submit a flight declaration form to the competition scorer by the time specified in the rules, that form being signed by a competition official who can confirm the location of the landing. Otherwise the best position on the GPS tracklog shall be used as the landing location.

### 11.1.4 Distance Measurement

All distances will be measured to the nearest metre using GPS coordinates, as determined using great circle distance on the WGS84 ellipsoid. If GPS coordinates are unavailable but accurate landing position information is available and accepted for scoring then a 1:100000 or 1:250000 topographic map may be used to determine the linear distance to the nearest 10 metres (rounding down).

All distances are measured from the start point, or launch in the cases where no start point is specified, via correctly controlled turn points for the purpose of determining a pilot's score. Please refer to the official scoring system, GAP, for further details.

### 11.1.5 Handicap Scoring

A competition may elect to provide individual or team handicap scoring.

Each pilot is assigned a handicap which represents their expected task score on a 1000pt task. This score is calculated from an average of their actual tasks results in AAA competitions for the past 5 years (where they are available). Each year is depreciated 20% if newer results are available. Pilots with less than 5 AAA tasks get a handicap score which is an average of the bottom 1/3 of the rest of the field. Where possible, individual handicaps shall be made available by the National Ladder maintainers and are updated after each AAA competition.

A pilot's handicap score for a task shall be:

$$\text{TaskHandicapScore} = \text{PilotTaskScore} - \text{PilotHandicapScore} \times \text{TaskQuality}$$

This score may be negative! Their handicap score for the competition shall be the total of their task handicap scores.

Competitions are encouraged to run either team handicap scoring or individual handicap scoring to provide new and improving pilots a different perspective of their scores during a competition.

## 11.2 Tracklog

The pilot must provide an unambiguous tracklog that shows without doubt that the data was collected;

- By the pilot of the glider on the flight in question.
- Of the declared turn point from the correct location in the correct sequence.
- Between the takeoff and landing.
- With all relevant information being present on the tracklog.

### 11.2.1 Start Points

The start point is the last GPS tracklog point recorded inside the start sector. This point is also the start time - subject to start the type of start (See [9.2.2 Starting](#))

### 11.2.2 GPS Turn Points

Pilots need to record tracklog points within the turnpoint sector. If the straight line between consecutive pairs of points, that are not more than 60 seconds apart, passes through the sector, the pilot is deemed to have achieved the turnpoint.

Manually created waypoints ("Mark & Enter") are not allowed for flight verification, except for C sanction competitions or lower. Where allowed, the time and position of the waypoint must be consistent with the claimed flight.

### 11.2.3 GPS Goals

The goal time achieved by the pilot is the time of the first point inside the goal cylinder or across the goal line after entering all previous control zones on the course in the correct order.

### 11.2.3.1 Goal Witness

A competition official can witness a pilot landing. For the purpose of verification rules, this landing position can be considered as a single tracklog point with no time which may be added to any existing tracklog provided by the pilot.

## 11.3 GPS Flight Verification

For a GPS track-log to be considered valid:

- Track-log points must contain GPS time, GPS latitude, GPS longitude and GPS altitude information.
- It must contain at least 1 point each 30 seconds on course flying time (points taken prior to the start and after goal are not counted).

The verification software will confirm that all points used to verify the flight occurred at reasonable times (e.g. on the day in question, between the start of the task and the end of the task, and showing the correct chronology of start and turn points). If a track-log contains significant breaks of more than one minute then it must be checked for vertical ([Section 11.3.6](#)) and horizontal ([Section 11.3.7](#)) height limit infringements.

### 11.3.1 Claiming Best Distance on Task

If goal is not achieved, the end of flight may be taken as the track-log point closest to the next target (not achieved), or the landing position (whichever gives a better result). If the task is an open distance, the end of flight will be the track-log point that gives the pilot his best position according to the type of open distance being used. The time of the tracklog point chosen, as the finish of the flight must be consistent with the flight being claimed and any "land by" times that may be in force.

### 11.3.2 Authenticity Dispute

The [Competition Director](#) may reject a track-log, or part thereof, on the grounds that she/he feels it does not show sufficient evidence that the claimed data is genuine. If a tracklog is rejected, the pilot will be awarded zero points for round.

### 11.3.3 Time Based Dispute

If a pilot has undisputed track-log points in the start or finish sector, but does not have a proper track-log which actually crosses the edge of the sector, the pilot's start or finish time may be determined from the best evidence that the pilot's GPS has recorded in respect to the sector.

If a pilot cannot provide evidence that they launched and or started during the start time window, either by correctly obtained GPS evidence or by the records of the competition, 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 “land by time” is in effect, or if the task is stopped, then all pilots will have their finish of flight determined by the last valid point (in time) on their tracklogs that is before the stated land by or task stop time.

#### 11.3.4 Missed Flight Feature

If the tracklog downloads successfully and shows that pilot has missed feature/features that the pilot was claiming then the backup tracklog(s) is checked. If there are no backup(s), or if the backup(s) fails, the pilot’s flight is awarded as the “best flight” that the GPS evidence allows.

#### 11.3.5 Errors in Co-ordinates

The correct coordinates are the ones supplied with the waypoints on the competition website or given to pilots directly on their instruments at the pilot registration. Waypoints are occasionally moved to work better with the terrain or the landowners and it is the pilot’s responsibility to make sure they have the most recent set of coordinates.

#### 11.3.6 Possible Vertical Height Limit Infringements

To determine whether a vertical height limit could have been broken, calculate the maximum achievable height during the track-log break using the following formula (units are in metres):

$$H_{max} = \frac{(h_1 + h_2 + 5 \times t)}{2}$$

$H_{max}$  = maximum achievable height during the tracklog break

t = Time between tracklog point in seconds

$h_1$  = height at start of break,  $h_2$  = height at end of break

#### 11.3.7 Possible Horizontal Height Limit Infringements

To determine whether a horizontal height limit could have been broken, calculate the minimum distance from the tracklog point immediately before the break, to the height space boundary, and back to the tracklog point immediately after the tracklog break. This can be quite complicated; however the scorer may determine this ClosestDistance visually from an airspace chart.

The following formula is then used to determine if a pilot may have infringed horizontally:

$$\text{PossibleDistanceFlown}(m) = t \times 20$$

t = Time between tracklog point in seconds

ClosestDistance is the minimum distance in metres from one tracklog point to the airspace boundary and back to the next tracklog point measured by the scorer.

If PossibleDistance is greater than ClosestDistance then an infringement is considered to have occurred.

## 11.4 Competition Scoring

Typically competition scoring is handled by totalling up each pilot's task scores to give their overall score. Variations on this scoring exist and are detailed in this section.

### 11.4.1 Scoring Competitions with Elimination Rounds

Where a competition is conducted with elimination rounds and a redistribution of pilots (with pilots who fail to make the final rounds competing as a separate group), then the pilots ladder points will be calculated by the procedures detailed in [Section 19.4 - Ladder Points Calculation](#).

### 11.4.2 Scoring Competitions with Fixed Total Validity

Fixed Total Validity (FTV) may be used to score competitions. FTV encourages racing by allowing pilots to drop their worst tasks within a competition.

All competitions must ensure that every pilot's score is based on the same maximum total score the pilot could have achieved. The validity of a day is the measure of the maximum possible score that a pilot could have achieved. If a pilot's score from all flying days is being counted, then this requirement is automatically satisfied. If all days have the same validity, and if each pilot drops the same number of day scores, then this requirement is still satisfied.

If the days have different validities, then the validity for the rounds and partial rounds that the pilot drops must total the same for all pilots. Pilots must be able to choose which rounds or partial rounds they would like to drop. They may choose to drop any rounds including DNF, ABS and rounds with a penalty applied.

When dropping a partial round, the percentage of the validity dropped and the percentage of the score dropped must be the same.

e.g., If a pilot wants to drop 30% of a round with validity 800 in which they scored 200, they drop a score by  $200 \times 30\% = 60$  out of  $800 \times 30\% = 240$ .



This gives them a score of 140 out of 560 for the part of the round not dropped.

The FTV scoring program provided by SAFA automatically chooses the best rounds and partial rounds to drop in the interests of the pilot. It is used in conjunction with RACE for scoring FTV on a competition basis. For full explanation concerning the OzGAP and FTV scoring, see the [Supporting Documentation section](#), also available from the SAFA office or from <http://www.safa.asn.au>.

## 12 Penalties

The [Competition Director](#) may penalise a competitor as described within these rules. These penalties may be in the form of an operational disadvantage, deduction of points, alteration of placing order, or disqualification.

Local rules that concern penalties for A and higher sanction competitions are to be approved, in writing, by the [Competition Committee](#) prior to the start of competition. The rule needs to state if the infringement is defined as technical, serious, or unsporting on application to the [Competition Committee](#). If there is no written approval of the relevant local regulation then all penalties applied during the competition will be in accordance with this section.

The [Competition Director](#) may impose penalties as a result of unsporting behaviour, unsafe behaviour, actions that may threaten the continued use of the site, or illegal acts.

The [Competition Director](#) shall inform pilots as soon as practical that penalty or disciplinary action has been applied. The pilot's time for submission of protest shall commence from the time the pilot is notified.

Any penalty that is applied must be appropriate to the offence, and safety and sporting considerations must be weighed up when the severity of a penalty is considered. Except where penalties are prescribed within these rules the severity of penalties which may be imposed range from a minimum loss of points to disqualification indicated below, appropriate to the offence.



### 12.1 Jumping Race Start Gate - Paragliders

This enables pilots to “jump”, that is start the task before the official start time, a Race start gate without losing the entire day. A pilot, who jumps the start gate on a single start gate Race task, shall be scored normally then penalised as follows:

1. For each second, up to 90 seconds, that a pilot jumps that start gate by, they will be penalised (1% per second + 10%) of their speed and departure/lead-out score,  
e.g. A pilot who jumps that gate by 35 seconds will be penalised 45% of their speed/departure score;
2. For each minute, or part thereof, after the first 90 seconds from the start gate, a pilot shall be penalised 3% of their distance points.  
e.g. A pilot who jumps the start gate by 12 minutes and 30 seconds shall be penalised 100% of their speed score and 33% of their distance score;
3. A pilot who jumps that start gate by more than 1/3 of the nominal task time shall receive only bomb-out points.

## 12.2 Technical Infringements

Technical infringements of rules or failure to comply with requirements caused by mistake or inadvertence where no advantage has accrued, or could have accrued to the competitor, should, as a guide, carry penalties leading to a reduction of not less than 2% of the best score or maximum available score for the task.

Technical infringements include issues such as making a mistake with flight verification, which does not favour the pilot, or inadvertently landing in an excluded zone, as long as no damage was done or advantage gained or safety jeopardised.

## 12.3 Serious Infringements

Serious infringements, such as dangerous or hazardous actions or repetitions of lesser infringements should, as a guide, carry minimum penalties leading to a reduction of not less than 5% of the maximum score for the task.

Serious infringements include issues such as mistakes causing loss or damage to someone else or their property, or a situation where loss or damage could be reasonably expected from the situation.

## 12.4 Unsporting Behaviour

Cheating or unsporting behaviour, including falsification of documents, tampering with GPS tracklogs before submission, use of forbidden equipment, threatening other pilots or competition officials or repeated serious infringements of rules should, as a guide, result in disqualification from the sporting event. Unsporting behaviour issues include situations where an unsporting or dangerous situation is made on purpose, for whatever reason.



## 12.5 Non-Compliance of Airworthiness Standards - Hang Gliders

The penalty for non-compliance of [Appendix B, 15.3 - Airworthiness Standards - Hang Gliders](#) is a 20% reduction in score for the last round flown. If during a subsequent round the glider is again found to be non-compliant a 0 score will result for that round.

At the discretion of the [Competition Director](#) a lesser penalty may be applied in rare cases due to extenuating circumstances.

## 12.6 Cloud Flying

The [Competition Director](#) may penalise a pilot for flying in cloud according to the advantage gained (if any) and safety issues. Disputes regarding cloud flying are to be resolved when infringements are observed by any Competition Official

or three independent pilots marking a waypoint on their GPS when they observe the infringement.

## 12.7 Application of Penalties

Any penalties involving a pilot's score will be applied on the day that the penalty is incurred, and then remain at the end of the competition. Penalties that may still be awarded on those days where a task is cancelled (or invalid) include:

- Penalties for breaches of site rules. (Rules intended to retain long term use of the site); and/or
- Penalties for breaches of airspace regulations and or concessions; and/or
- Penalties for dangerous flying or safety breaches.

## 12.8 Disqualification

Accumulation of 1000 or more penalty points shall lead to disqualification.

The [Competition Director](#) reserves the right to disqualify a pilot from the competition for unsafe flying, actions that may threaten the continued use of the site, illegal acts or unsporting behaviour towards fellow participants or competition officials.

## 12.9 Complaints and Protests

A complaint may be made to the organisers to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously.

- Complaints are to be made as soon as possible after the relevant situation has arisen and addressed to the [Competition Director](#). In any case, complaints will not be heard after 24 hours has elapsed from when the provisional scores for the affected round have been posted, except on the final round, where the time limit for any complaint is 30 minutes after the publication of the provisional task results.
- If the complainant is not satisfied with the outcome the pilot may make a protest in writing to the [Competition Director](#) and the [Protest Committee](#).
- The time limit for protests is one hour after the results of the complaint, except that after the last contest task it is 30 minutes. The protest fee is \$AUD50. It will be returned if the protest is upheld or deemed reasonable by the [Protest Committee](#).
- Protests over rules as printed or addendum as advised in accordance with the rules will not be accepted.
- All protests shall be heard by a [Protest Committee](#) of three persons independent from the Organiser, as per [Section 5.6](#).

- The [Competition Director](#) shall announce the [Protest Committee](#) prior to the first competition task being attempted and the committee, including reserve, will be published in accordance with [Section 5.6](#).
- When a protest is made, the [Competition Director](#) may appoint the reserve member to the [Protest Committee](#) if they believe that there is a substantial conflict of interests between the [Protest Committee](#) and the protest submitted.
- Any decisions of the [Protest Committee](#) are final.
- No protests will be accepted after the final competition results have been declared.

## 13 Awards

For definitions of competition classes, see [Appendix C - Competition Classes](#).

### 13.1 Competition Awards

The pilot who at the conclusion of the meet has accumulated the highest score in each class shall be declared the Competition Champion.

The B class pilot with the highest score at the end of the competition will be declared the B class champion.

The same concept applies to any other classes defined.

Details of all prizes to be awarded shall be detailed to the competitors in accordance with [Section 6.1 General Information](#). Where a pilot wins in more than one category then that pilot shall be awarded prizes for each category as detailed in Section [13.1.3 Awards Requirements](#) keeping in mind the constraints of [Section 13.1.1 - Required Number of Competitors to Award Prizes](#).

#### 13.1.1 Required Number of Competitors to Award Prizes

Prizes shall be awarded if the following required numbers of pilots compete:

Place	Minimum No. of Competitors in each class, grade or category
1st Place	3
2nd Place	5
3rd Place	10

Competitors on open class hang gliders will not be eligible for a B or C grade prize.

#### 13.1.2 Teams Competition

Unless otherwise stated at the general briefing, any team score shall be determined from the total scores of pilots representing half the official team size (rounded up), calculated on each scoring day.

#### 13.1.3 Awards Requirements

If a lesser-graded pilot wins a higher grade, the pilot should be awarded trophies from both the lower and higher grade. For example, a C grade pilot wins B grade – they are awarded both C and B grade trophies.

[Competition Organiser](#)s must determine the winners in each class and grade using the scores taken from the entire competition field, not Race's individual (filtered) total results.



### 13.1.4 Awards Categories - Paragliding

A pilot in a specific category can win the award listed where there is a tick ✓

Women’s Class awards are the same as per tables (dependent on numbers).

Where entrant numbers do not allow (as laid out in [Section 13.1.1 Required Number of Competitors to Award Prizes](#)), prizes are merged upwards where appropriate (i.e. to the left in the tables below).

Pilot Categories	Awards					
	Open	Serial	Sports	Fun	Intermediate	Handicap
Open	✓				✓	✓
Serial	✓	✓			✓	✓
Sports	✓	✓	✓		✓	✓
Fun	✓	✓	✓	✓	✓	✓



### 13.1.5 Awards Categories - Hang Gliding

If pilot grades are being used in a competition, details of the grades for which the competition is to be conducted, are to be detailed to the competitors, using [Section 6.1 - General Information](#) of these rules.

Where the competition is conducted in A Grade, B grade and/or other grades, the following provisions apply:

- Pilot grading shall be as determined by the most recent issue of the official Australian National Ladder.
- Overseas pilots shall compete in A grade.

Overall awards for Hang-gliders may be provided in five categories:

- Open
- Kingpost
- Floater
- B Grade (including Open, kingpost & floater) and
- C Grade (including both kingpost & floater).

Awards for Women’s Class may also be awarded in 3 categories:

- Open
- Kingpost and
- Floater

The Hang Glider pilot grading scheme had been introduced to encourage pilots new to competition, however this system is being replaced by glider sub classes as a means of encouraging competition between pilots of different skill levels.

Pilot Categories	Awards					
	Open	Kingpost*	Floater	B-Grade*	C-Grade*	Handicap*
Open	✓					✓
Kingpost*	✓	✓				✓
Floater	✓	✓	✓			✓
B-Grade Open*	✓			✓		✓
B-Grade Kingpost*	✓	✓		✓		✓
B-Grade Floater*	✓	✓	✓	✓		✓
C-Grade Kingpost*	✓	✓		✓	✓	✓
C-Grade Floater*	✓	✓	✓	✓	✓	✓
Intermediate*	✓	✓	✓	✓	✓	✓

Awards with asterisks\* are optional, pilot categories with asterisks \* are optional. Such Awards and Categories with asterisks are at the discretion of the [Competition Organiser](#).



#### 13.1.5.1 A grade HG pilot

- Hang Glider pilots who fall within or equal to the top 20% of the ranked pilots with more than 250 ladder points at any time.
- All overseas pilots including pilots who were formerly classed as overseas competitors.



#### 13.1.5.2 B grade HG pilot

Other pilots whose best ranking was outside the top 20% of the ranked pilots with more than 250 ladder points.



#### 13.1.5.3 C grade HG pilot

Other pilots whose best calculated ranking was outside the top 40% of the ranked pilots with more than 250 ladder points.

### 13.1.6 Intermediate Prize

It is strongly recommended that organisers award an Intermediate Prize (or another name) to recognise the achievements of newer competition pilots. Suggested criteria for this class of award are that the pilot have less than 150 hours of inland thermal experience and be flying an appropriate glider (eg for Paragliding: Sports Class or lower. For Hang Gliding, Kingpost or Floater Class)



### 13.1.7 Scoring Differing FAI Classes in One Event

Combined entrants' results should be provided to competitors for interest only (i.e. all FAI classes together).

When calculating official competition results, round validity, ladder calculations and determining awards, FAI classes are to be kept separate. FAI classes should also be kept separate when determining awards.

## 13.2 National Awards

### 13.2.1 Australian Champion

The pilot ranked one on the National Ladder, as calculated in [Section 19.3 - National Ladders - Hang Gliding](#) will be declared "Australian Hang Gliding Champion" or as calculated in [Section 19.2 - National Ladders - Paragliding](#) will be declared the "Australian Paragliding Champion" as well as the champion in each class.

### 13.2.2 Women's Champion

The highest ranked female pilot on the National Ladder in each class, as calculated in [Section 19.3 - National Ladders - Hang Gliding](#) will be declared "Australian Women's Hang Gliding Champion" or as calculated in [Section 19.2 - National Ladders - Paragliding](#) will be declared as "Australian Women's Paragliding Champion".



### 13.2.3 Sports Class Champion - Hang Gliding

The highest ranked Sports Class pilot on the National Ladder, as calculated in [Section 19.3 - National Ladders - Hang Gliding](#) will be declared "Australian Sports Class Hang Gliding Champion"



### 13.2.4 Floater Class Champion - Hang Gliding

The highest ranked Floater Class pilot on the National Ladder, as calculated in [Section 19.3 - National Ladders - Hang Gliding](#) will be declared "Australian Floater Class Hang Gliding Champion"

# Appendices

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## 14 Appendix A - Competition Sanctioning

### 14.1 Objectives

The sanctioning of competitions was introduced by SAFA to:

- Maintain and improve the standard of Hang gliding and Paragliding competitions;
- Ensure, as far as possible that competitions are conducted in a consistent manner to allow realistic ranking of competition pilots to be determined;
- Provide a framework to allow competitions to be scheduled and conducted at locations that align with SAFA strategies for the overall promotion and development of the sport;
- Ensure that SAFA obligations to sponsors and/or future sponsors are met;
- Allow the orderly development of the competition calendar for future seasons,
- Allow competitors to plan their participation at competitions;
- Provide a structure that encourages competition within the sports at the local, state and national level; and
- Assist organisers in fulfilling sponsorship obligations and to avoid conflicts or breaches (regarding the rights granted with sanction) when entering sponsorship agreements.

### 14.2 Applications for SAFA Sanction

Intending [Competition Organiser](#)s are required to submit a sanction application through the online Google Form. See the [SAFA website](#) for a link to this form

Sanction applications are required prior to the minimum period indicated in the following charts, see Section 14. Following review of the applications, a [Competition Organiser](#) whose competition has been issued a lower than requested sanction level will be provided an opportunity to amend or comment on the application and sanction granted. Following a period for comment, the [Competition Committee](#) will review the Sanction Application and where it is found to be satisfactory, confirm a new sanction value. Sanctions will be awarded to the most suitable applications that were received. The list of confirmed competitions will be published as the SAFA Competitions calendar for the coming season.

The GAP scoring system as defined by CIVL shall be used for all A, or higher, sanctioned competitions; variations may be allowed for lower sanction competitions. The parameters to be used for each competition shall be determined at the time the sanction is awarded.

## 14.3 Criteria for Assessment of Grade

### 14.3.1 Logistical Sanction Criteria

This applies to both Hang Gliding and Paragliding Competitions

Criteria	AAA	AA	A	B	C
<b>Coordination with other Australian competitions</b>	No clashes – reasonable travel time between events should allow all pilots an opportunity to compete. Timing to encourage overseas pilot participation.		No more than two competitions, A sanctioned or above, at any one time.	No coordination requirements.	
<b>Competition Rules</b>	Full compliance in all details with SAFA rules as published		SAFA rules or alternatives as approved by Competition Committee, see <a href="#">Section 6.1 - General Information</a>		
<b>GPS Flight Verification</b>	Approved GPS flight verification systems – tracklog only, see <a href="#">Section 11.2 - Tracklog</a>				Not required
<b>Competition Director Experience</b>	Demonstrated at previous meets graded “A” sanction or above OR have run lower sanction competitions, with an approved Technical Delegate at the event.		Previous “B” or “C” sanction competition directory or A Grade Pilot or instructor	No requirements	
<b>Competitor Entry</b>	No restriction on pilot entry. Where it is necessary to limit pilot numbers the criteria of <a href="#">Section 6.2 - Competition Entry</a> to be applied.			Entry may be restricted to pilots satisfying certain requirements based upon place of residence, club membership or region	
<b>Receipt of Notification and Sanction Application</b>	Notification and preliminary application for sanction by March 15** or prior to the CC meeting, or 9 months prior to a Cat 1 competition held in the southern hemisphere.		To be received at least 12 weeks prior to the first round.	To be received at least 8 weeks prior to the first round, except that competitions can be given a maximum of 100 sanction points if notification and results are submitted after the event.	
<b>Operating Budget</b>	Budget information to be provided with sanction application. Post competition audit of income and expenditure must be available to pilots on request.			Summary information, including entry fees, required.	
<b>Notification Requirements (prior to 1st round)</b>	Dates and entry requirements to be published in the SAFA Magazine (or digital equivalent) at least 6 months in advance.		Advertised in the SAFA Magazine for at least 3 months	Advertised in the SAFA Magazine for at least 1 months	Not required

- \*\* Note competition sanction applications MUST be received by this date for all competitions to be scored for Team Selection prior to a FAI Category 1 event held in the southern hemisphere. This is to ensure that advertising dates can be achieved (See [Section 20.2 - Team Selection Process](#) and Notification Requirements in the table above).



### 14.3.2 Operational Sanction Criteria - Paragliding

Criteria	AAA	AA	A	B	C
<b>Ladder Value</b>	450	360	288	230	Up to 184
<b>Projected min. number of competitors</b>	35	25	20	10	6
<b>Minimum GAP parameters</b>					
<i>Minimum Distance</i>	5 km	5 km	4 km	No requirements	
<i>Nominal Distance</i>	40 km	30 km	20 km		
<i>Nominal Time</i>	90 mins	90 mins	90 mins		
<i>Goal %</i>	20%	20%	15%		
<b>CIVL Category 2 Sanction Fee</b>	1.5 x Pilot entry fee (Paid for by SAFA)				
<b>Minimum Scheduled Duration</b>					
<i>With Cut</i>	10 days	9 days	4 days	1 day	1 day
<i>Single Group</i>	7 days	7 days			
<b>Max. no. of competitions per season</b>	3	2	1 per region	1 B or 2 C meets for each affiliated club	



### 14.3.3 Operational Sanction Criteria - Hang Gliding

Criteria	AAA	AA	A	B	C
<b>Ladder Value</b>	450	360	288	230	Up to 184
<b>Projected min. number of competitors</b>					
<i>FAI Class 1 &amp; 3</i>	35	25	20	10	6
<i>FAI Class 2, 4 &amp; 5</i>	10	7	5	3	3
<b>Minimum GAP parameters*</b>					
<i>Minimum Distance</i>	10 km	5 km	4 km	No requirements	
<i>Nominal Distance</i>	80 km	50 km	40 km		
<i>Nominal Time</i>	90 mins	90 mins	90 mins		
<i>Goal %</i>	20%	20%	15%		
<b>CIVL Category 2 Sanction Fee</b>	1.5 x Pilot entry fee (Paid for by SAFA)				

Minimum Scheduled Duration						
	<i>With Cut</i>	10 days	9 days	4 days	1 day	1 day
	<i>Single Group</i>	7 days	7 days			
<b>Max. no. of competitions per season</b>		2	3	1 per region	1 B or 2 C meets for each affiliated club	

#### Footnotes:

- + Under no circumstances can the GAP parameters be altered after the sanction is approved.

#### 14.3.4 Minimum Services to be Provided

Service	AAA	AA	A	B	C
<b>Retrieve Coordination</b>	Extended hours retrieval phone-in point to be manned by competition personnel			No requirement	
<b>Score Sheets</b>	Final score sheets to be available to pilots on request at no charge	Final score sheets to be available to pilot on request at nominal charge		Posted on the competition notice board.	
<b>Maps</b>	Maps as required for navigation for any likely tasks to be available for purchase				
<b>Pilot Pack Information</b>	Pilot package detailing accommodation, special site requirements and basic services within the community where the competition is being run to be included in entry fee		Competition information sheet with all details completed to be available for all competitors at initial pilot briefing		
<b>Publicity and Media Liaison</b>	Daily press release		Press release after results declared	No requirements. Structured liaison with local media encouraged	
<b>Publication of Results</b>	Formal report and official results to be forward to SAFA GM within 24 hours of completion. For CAT-2 events, results shall also be sent to the FAI WPRS delegate		Results to SAFA GM within 7 days of completion	Results to SAFA GM within 21 days of completion	
<b>Tracklogs</b>	IGC tracklogs for all tasks and pilots must be made publically available within 7 days of completion		No requirement		
<b>Presentation</b>	Formal ceremony with high community profile		No requirements. Involvement of local community encouraged		

#### 14.3.5 Competition Names

The Australian Nationals and Australian Open are names that can be applied to AAA competitions.

The names are assigned during the sanction approval process by the [Competition Committee](#) if requested by the [Competition Organiser](#). The winner is not awarded any title other than the winner of that particular competition.

(For National Champions see Section [13.2 - National awards](#)).

#### 14.3.6 Cross Country League

Anyone can start a cross country league for their club or group of friends. The only cross country league that could be worth points for the hang gliding and paragliding national ladders will be run by the competitions committee with the rules published on the SAFA website.

If there is no information on a cross country league, then there isn't one running for the present season.

#### 14.3.7 Alternative Rules and/or Scoring Systems

For a competition not conducted in accordance with the SAFA rules a B or C grade sanction may be awarded provided:

- The [Competition Committee](#) agrees that the conduct of the competition and the scoring system used warrant sanction; and
- At least 80 percent of the scoring flights by each and every pilot are not part of another competition that also has SAFA sanction; or
- The competition is conducted in a fashion that advances the sport.

Where a competition receives sanction under this section the [Competition Committee](#) reserves the right to establish additional conditions that must be satisfied for the sanction to apply.

For the competition tasks to be included in the national ladder, the task results will be normalised such that the winner has 1000 x Day Validity points.

## 15 Appendix B - Airworthiness & Safety Standards

### 15.1 General

#### 15.1.1 Airworthiness Standards

Each glider shall be flown within the limitations of its certificate of airworthiness or permit to fly and its manufacturer's published limitations.

#### 15.1.2 Change in Glider Configuration or Construction

A glider shall fly throughout the competition as a single structural entity using the same standard of components used on the first day. Modifications to a glider that take the glider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs. Any major damage shall be reported to the [Competition Director](#) without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the [Competition Director](#) to replace the glider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical make and model, or one of similar or lower performance and eligible to fly in the same class.

#### 15.1.3 Airworthiness Checks

At any time during the competition organisers and officials have the right to inspect any competing glider and, if necessary, ground it for safety reasons. The organisers may also apply any other penalties listed in these rules and the Local Regulations for non-compliance with class or airworthiness standards.

#### 15.1.4 Propulsion

Any means to mechanically propel aircraft is prohibited.



START: PARAGLIDING

### 15.2 Airworthiness Standards - Paragliders



#### 15.2.1 Harnesses

All pilots must fly with a harness and back protector combination that has been tested to LTF09 or EN1651:2018 E..



#### 15.2.2 Rescue Parachutes

Pilots must carry a reserve parachute in good working condition that is certified for the weight of the pilot and equipment.



### 15.2.3 Helmets

All pilots must wear a helmet certified to either EN966 (HPG), EN1077-A and -B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying.



### 15.2.4 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards. Weight can be measured at take-off or landing at the request of the organisers. Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

Pilots flying outside the certified weight-range for the glider will score zero for the day.

Pilots should use ballast that is within their own physical capabilities. Large ballasts can cause difficulty in launching and landing resulting in a greater chance of injury.



### 15.2.5 Trimming of a Glider

Pilots are reminded that any glider shall be flown within the limitations of the certificate of airworthiness. Modifications to a glider that take it outside of its certification (-/+ 10mm on average per riser) are not permitted. No trim tabs or other devices other than the brakes and foot-based accelerator system are allowed to be used to alter airspeed in flight. Any such device found to adjust the length of the risers or change the functionality of the speed system will be regarded as cheating, and penalties applied accordingly.



END: PARAGLIDING



START: HANG GLIDING

## 15.3 Airworthiness Standards - Hang Gliders

The purpose of these standards is to insure a certain minimum level of structural integrity and pilot safety in Hang Gliders of classes 1, 2, 4 and 5. At any time during the championships, the organisers have the right to inspect any



competing glider and, if necessary, ground it for safety reasons. In general Hang Gliders should comply with the load test certification standards of the HGMA, BHPA or DHV, or similar testing body.

Where dimensional limits are applied to structures, these have been chosen such that adequate strength is achievable with materials currently in use.

Reduced strength due to use of unconventional materials meeting these dimensional limits is the competitor's responsibility. Where relevant the conventional material is stated. These standards override the certified configuration of a glider.



### 15.3.1 Structural Limits

- Minimum diameter of any structural external wire cables is 1.9 mm or 5/64 inches.
- Where an external compression strut is braced with rigging wires they must attach within 10cm of the point where the compression load is applied.
- Side-wires shall attach to A-frames at no more than 10 cm above the plane of the control tube, measured when the glider is resting on a horizontal surface.
- If a control bar is made of materials other than metal, it must have an internal steel rigging cable that serves as a structural backup.
- The pilot suspension must include a non-metallic load bearing material of minimum 50mm<sup>2</sup> cross-section area (normal material Nylon woven webbing with 1000 kg breaking strain). The attachment loop must have a backup, which bypasses any mechanical devices and either the main, or backup must be non-metallic.
- A rescue parachute must be capable of deployment by both the right and left hand of the pilot in a normal flying attitude.

References to compression struts and rigging wires refer to the loads placed on parts of a glider by flight stresses. Gliders with cantilevered wings do not apply compression loads to the uprights, while in general, Class 1 gliders do have uprights that are under compression in flight.

Control cables are not deemed to be structural.

Any external part of the glider which has compression loads placed upon it during flight is an "external compression strut", and therefore bracing wires attached to it shall conform to these rules. Where the terminology or definitions that are used in these rules are in question with any particular glider, the relevant protest committee will provide a ruling.



### 15.3.2 Pilot Suspension Systems

The pilot suspension must include a non-metallic load bearing material of minimum 50mm<sup>2</sup> cross-section area (normal material Nylon woven webbing with 1000 kg breaking strain). The attachment loop must have a backup, which bypasses any mechanical devices and either the main, or backup must be

non-metallic. If an integral (one piece) harness suspension/hook-in system is employed, the backup may have a mechanical link which allows it to loop around the keel and attach to itself independently of the primary system



### 15.3.3 Rescue Parachutes

A serviceable rescue parachute must be carried, capable of deployment by the pilot in a normal flying attitude.



### 15.3.4 Helmets

All pilots competing in 1st Category events must wear a helmet certified to either EN966 (HPG), EN1077-A and -B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying. A helmet is not compulsory in hang gliders with enclosed cockpits if it will restrict pilot vision



### 15.3.5 Ballast

Pilots must comply with the weight limitations set by the glider airworthiness standards. The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear. Weight can be measured at take-off or landing at the request of the organisers. Pilots may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties. The weight limit for all equipment (without glider), extra clothes and ballast is 25 kg. If a pilot is equipped with a second parachute, the weight limit is 28 kg. The organiser will provide a weight measurement scale. Pilots' nominal weight may be checked at registration. Pilots may be weighed before taking-off or after landing.



### 15.3.6 Penalties

Refer to Penalties [Section 12.5 - Non-Compliance of Airworthiness Standards](#).



END: HANG GLIDING

## 16 Appendix C - Competition Classes

### 16.1 FAI Class Definitions

"Hang Glider" means a glider, or a Powered Paraglider, having an empty weight not exceeding 70kg. C.A.O 95.8; "Hang Glider" means a glider capable of being carried foot launched and landed solely by the use of the pilot's legs.

The FAI class definitions apply as provided in the following subsections. Details of the classes for which the competition is to be conducted, are to be detailed to the competitors, in accordance with Section [6.1 General Information](#).

These definitions are not meant to be design specifications, instead they are design philosophies. These rules are meant to encompass "traditional" design Hang Gliders. Prototype or experimental designs are automatically open class irrespective of their intended class. For the purpose of demonstration, nil-wind shall mean a headwind of less than 1m/s (3.6 km/h or 2.2 m/h).



#### 16.1.1 FAI class 1 Hang Gliders

Hang gliders having a rigid primary structure with pilot weight-shift as the sole method 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 operate symmetrically. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

##### 16.1.1.1 Sport Class: a Subclass of Class 1.

All gliders must meet the Class 1 definition above and in addition:

- They must be production models of hang gliders for which a certificate of airworthiness for type is in issue from either the HGMA, BHPA or DHV.
- Must be currently available for sale to the general public or have previously been available for sale for a minimum period of one year.
- Must be constructed of original parts only, except for retro-fitted streamlined uprights and base tubes supplied by the manufacturer.
- Must have a king post which is an essential part of the design and which supports the majority of the wing load when the wing is not flying.



#### 16.1.2 FAI Class 2 - Hang Gliders

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 solely by the use of the pilot's legs.



### 16.1.3 FAI Class 3 - Paragliders

Paragliders, that is, hang gliders having no rigid primary structure, and which are able to demonstrate the consistent ability to safely take off and land in nil-wind conditions.

Paragliders participating in Australian competitions need to be certified to either the EN or CCC standard.

<b>Class</b>	<b>EN / CCC Certification</b>
Fun	EN-B or lower
Sports	EN-C or lower
Serial	EN-D or lower
Competition	CCC or any EN

### 16.1.4 FAI Class 4 Hang Gliders

Hang gliders that are unable to demonstrate consistent ability to safely launch and/or land in nil-wind conditions, but otherwise are capable of being launched and landed by the use of the pilot's legs.



### 16.1.5 FAI Class 5 Hang Gliders

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary 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.

## 17 Appendix D - Competition Format



### 17.1 Groups - Hang Gliding

The competition will be conducted in the format specified in [6.1 General Information](#) of these rules. The format shall be one of the following:

- With the entire field as a single group competing in a specified number of tasks rounds; or
- With a number of elimination and final rounds (hang gliding competitions only)

Further to this, competitions with elimination and final rounds may be run as either:



#### 17.1.1 Competitions with a Cut

Competitions run as a single group, with a Cut to reduce the numbers of competitors. There will be no cut during the event unless the Organisers specify this at the time of making the bid. If the request is accepted the cut may not be made until 4 valid tasks have been flown. Thereafter a cut may be made to reduce the total number of competitors to not less than 60% of the number of pilots who competed on the first day.



#### 17.1.2 Competitions with Elimination Rounds and Normalisation

Competitions run with two or more groups, with Normalisation to form a single group. Normalisation is needed in championships where a large entry makes it necessary to divide the pilots into approximately equal groups for the preliminary rounds of the competition. The groups fly the preliminary rounds at different sites or at different times. At the end of the preliminary rounds the leader of each group is given the same score and the scores of the other pilots in each group are adjusted proportionately to that figure. The resulting scores are carried forward to the final rounds. The following safeguards must be applied when the final competition group is formed:

- The leaders of each group must enter the final rounds with equal scores.
- If the groups of the preliminary rounds have not flown an equal number of tasks, scores must be averaged across the groups before applying the normalisation factor to individual pilots' scores.

The normalisation method will come from the GAP scoring method, refer to [11- Scoring](#) for further details.

The pilots shall be allocated to each group based on a seeding list as determined by the relevant national ladder, and then for international pilots,

the CIVL World Pilot Ranking will be used. The pilot seeded 1 shall be allocated to one group, the pilot seeded 2 to the next group, and so on to form groups of similar size and seeding.

The elimination rounds shall continue until the average number of valid rounds conducted is at least 45 percent of the maximum number of potential flying days within the competition period. The number of potential flying days at any point in time shall be determined as the average number of valid rounds conducted to date, plus the number of days remaining in the competition (not including the emergency day).

Pilots will be selected based on their normalised score to compete in the final rounds. Where more than one pilot in a group has a score equal to the cut-off point then each pilot affected shall be eligible to compete be:

- Eliminated from the competition, provided this was approved as part of the sanction application, or;

Formed into a single (separate) group for further competition rounds or tasks.



END: HANG GLIDING

## 17.2 Rounds

The competition shall not conclude before the last competition day as allocated in the competition schedule.

## 18 Appendix E - Launching

### 18.1 Set-up Procedures

All pilots shall cooperate with the [Launch Director](#) to ensure that launches proceed smoothly. They shall set up in the position allocated by the [Launch Director](#) after first obtaining permission from the launch director or their assistants.

Pilots who disobey a direction of the [Launch Director](#) will on the first occasion be issued a warning. Subsequent failures to co-operate will lead to the awarding of penalty points, refer to Section [12 - Penalties](#) . Immediately before a pilot launches, their glider could be subject to a pre-flight inspection, which could include a hang check (for Hang Gliders).

### 18.2 Launch Procedures

Where possible the launch shall be open window. Where sites and/or conditions do not allow open window launches then a predetermined launch order, or a combination of an open window launch and predetermined launch order shall be used.

Launch details to be nominated at the pre-flight briefing include:

- The launch procedure;
- The allotted time for each pilot to launch, and
- The number of launch slots to be used.

Launch shall be declared open not less than 15 minutes after the pre-flight briefing.

Free flying of competitors before the window has opened may only be approved by the [Competition Director](#) and is subject to any local rules that may apply (i.e. Restrictions of approved re-fly zones, top landings). Pilots will be deemed as not competing for the day if they choose to free fly prior to the launch window, unless they re-present themselves to the [Launch Director](#).

### 18.3 Launch Closure

If conditions change and it is no longer possible to safely take off, the launch shall be closed until conditions improve. The closure of the launch is at the discretion of the [Launch Director](#). Pilots shall only be allowed (or required) to launch when the launch is open. If launch is closed, then a pilot required to launch shall be allowed the full period of allotted time after the launch is reopened.

#### 18.3.1 Closing Launch to a Pilot Rating

The [Competition Director](#) or designated [Launch Director](#) may close launch to a particular rating of pilot if they consider it unsafe for that rating of pilot. If there is not sufficient Launch Open Time for all pilots of that rating to launch, then all pilots of that rating, including those pilots that launched are scored ABS and are given negative penalty points for the round equivalent to the minimum distance score for the task.

If there is sufficient Launch Open Time, then those that launched are scored as normal and any pilots who chose not to launch on the grounds of safety are scored as DNF and are given negative penalty points for the round equivalent to the minimum distance score for the task.

For there to be sufficient Launch Open Time for the lower rated pilots, launch conditions must be suitable for long enough for all the pilots in the competition field to be given the opportunity to launch as specified in Section [18.1 Set-up Procedures](#).

Closing launch to a particular rated pilot shall be limited to the SAFA certifications:

Paragliding: PG5, PG4, PG3, PG2

Hang Gliding: Advanced, Intermediate, Supervised

For International pilots with IPPI:

IPPI Rating	SAFA PG Rating	SAFA HG Rating
IPPI 1	PG1	Student
IPPI 2	PG2	(Supervised)
IPPI 3	PG3	Supervised
IPPI 4	PG4	Intermediate
IPPI 5	PG5	Advanced

## 18.4 Launch Validity

### 18.4.1 Launch Open Time

The round shall be valid if the launch(es) remained open for greater than the required time where the required time is calculated in minutes as the number of pilots in the competition multiplied with their "Allocated (launch) time".

"Allocated time" Is the allocated time between consecutive launches from a single launch position. This time makes allowance for the time to move the next pilot into position ready for launching, and also the time for the pilot to launch.

"Allocated Time" will be as specified on the task board, or if not specified, normally, the Allocated Time will be:

- 2 minutes per pilot for foot-launched PG pilots
- 1 minute per pilot for foot-launched HG pilots



- 5 minutes per pilot for an aero-tow (tug or winch) launched pilot

Launch shall be considered fully valid if all pilots launch at least once even if the required time is not met.

#### 18.4.2 Minimum requirements for a task to count towards national ladders

To cater for scenarios where launching for a task is at any point limited by the competition staff to a certain pilot rating (e.g. only advanced pilots) the minimum requirement for a task to count towards the paragliding ladders is as follows.

The Minimum Number of Pilots equals the number of pilots with sufficient pilot rating to be offered any of the window open time in that round. E.g. scenarios:

- If the launch for that round was only ever opened to Advanced pilots, the Minimum Number of Pilots equals the number of Advanced rated pilots entered in the competition.
- If the launch was open to everyone for the first minute, but then closed to Supervised pilots, the minimum number of pilots equals the total number of pilots entered in the competition.

### 18.5 Pilots not permitted to launch

Point allocation for pilot ratings who were not permitted to fly a task. This rule only applies when the launch was closed to specific-novice or intermediate rated pilots (while continuing to permit advanced pilots to launch) for any of the window open time.

All pilots rated the same as (or lower than) those pilots not permitted to launch will score bomb out points unless their permitted launch time was greater than or equal to the Required Time.

This means if everyone with a particular pilot rating had a chance to launch but they chose not to, bomb-out points will not be allocated automatically.

The Minimum Number of Pilots for a task equals the total number of pilots. (Where total number for HG = set-up, PG = entered)



### 18.6 Failure to Launch - Paragliders

A failed launch is defined as a launch attempt resulting in the glider being required to be physically laid out again. If an assistant is required to untangle a twisted line or remove an entanglement present during the inflation phase, a failed launch will not be recorded. If, after starting the pilot's take-off run, an entanglement occurs, then a failed launch will result.

Following an unsuccessful take-off attempt a pilot may be allowed to continue the same launch attempt from further down the launch area provided that the glider is not required to be laid out again and that the launch is completed within the allotted time.

A launch deliberately aborted due to safety reasons, which, in the opinion of the [Launch Director, are](#) outside the control of the pilot, shall not be classed as a failed launch.

## 18.7 Open Window Launch Rules

For open window (free take-off without any set order) to be used the following conditions apply:

- A large enough rigging area has to be available for all competitors with enough launch marshals to ensure easy entry, upon request, into the take-off corridors.
- There should be at least one ramp or take-off place for each 25 competitors, and competitors should be able to take off at a rate of at least two per minute.

When a pilot wishes to launch they shall notify the [Launch Director](#) and under their direction enter the take off line. If a pilot chooses not to launch (or, for FAI Class 3 (Paragliders), fails 2 launch attempts – see [Section 18.6 - Failure to Launch - Paragliders](#)) they must immediately leave the launch area. When they again wish to launch they must rejoin the take off line behind all other waiting pilots.

### 18.7.1 Open Window and Determined Launch Order Combination

The rules in this section apply to situations where both open window and determined launch procedures are used:

- The [Competition Director](#) may choose to allow a period of open window launches, before implementing a determined launch order at a nominated time. The launch open time shall start when the launch is initially opened.
- During the period that the open window is in operation a pilot who wishes to launch shall notify the [Launch Director](#) and under their direction enter the take off line. If the pilot chooses not to launch they must immediately leave the launch area. When they wish to launch they must rejoin the take off line behind all other pilots who wish to launch in turn. That is, they forfeit their nominated launch order position if they elect to launch during the open window period, but chooses not to launch.
- Pilots in the take off line at the time that the ordered launch comes into effect must revert to their nominated launch order position.

### 18.7.2 Pilots Wishing to Re-fly

There are no restrictions on the number of flights in any one day. To qualify for a re-flight, pilots must land in a designated re-flight area. A pilot's score will be determined on the basis of performance on the last launch in any one round.

On returning for a re-fly the pilot should advise the [Launch Director](#) that they would like to re-fly. The official should place their name at the bottom of the current launch order priority.

Pilots wishing to re-fly remain at the rear of the launch order. They take a lower launch order priority than any pilots who have not yet flown.



## 18.8 Launch Order - Paragliders

No open window period will be combined with these launch rules unless the required conditions for open window launch rules are met, see Section [18.7 Open Window Launch Rule](#).



### 18.8.1 Launch Queue Order

#### **First Task:**

The pilot with the highest seeding is first in the launch queue.

All seeding for launch order is based on the current Australian National Ladder (ANL) position (see Sections [19.2 National Ladders - Paragliding](#) and [19.4 - Ladder Points Calculation](#)). Foreign pilots are given an equivalent ANL ranking to determine their seeding. The lowest ranked Australian pilot present at the competition, from the top 10 on the Australian National Ladder, who also has a WPRS ranking is used as the benchmark. This benchmark ratio of ANL ranking to WPRS ranking is the ratio applied to the WPRS ranking of all foreign pilots (who don't have an ANL ranking) to derive their equivalent ANL ranking. If this equivalent ANL ranking is equal to an Australian pilot's ANL ranking, the foreign pilot is seeded behind the Australian pilot.

Pilots without an Australian ranking or a WPRS ranking are seeded in order of payment of entry fee.

Date of entry for the competition or any other random method shall not be used. An open window of at least 15 minutes, 30 minutes is recommended, will precede the ordered launch for the first round.

#### **Subsequent Tasks:**

Ascending order of overall current placing in that competition.

Where pilots are tied, the order of priority for competition entry shall be used.



### 18.8.2 Launch Queue

- All pilots wanting to be considered for launching must queue in order of launch priority, behind a specified point ("the box").
- Pilots may join the queue in their launch order priority at any time.
- These pilots must be ready to launch.



### 18.8.3 Launch Rules

- The launch marshal should invite the next willing pilot in the queue to enter the launch area before the next launch space is available.

- If a pilot accepts entry and is then waiting for space, the clock starts on the pilot who was first into the launch area.
- Once the pilot has entered the launch area they have priority over those in the queue.
- The first pilot to enter the launch area shall be given a safe period of time to launch (as specified on the task board, or if not specified, one minute) or return to their place in the queue. Where a "safe period of time to launch" is the time beginning when the launch director asks a pilot to launch, and ending when the launch director asks the pilot to leave the launch area.
- If no pilot wishes to enter the launch area, the pilots on launch may wait.
- If several pilots are ready to launch but no pilots are wishing to enter the launch area, the pilots on launch may launch in any order.
- A launch area large enough to launch multiple gliders simultaneously shall have only one entry gate ("the box").



#### 18.8.4 Failure To Launch

See Section [18.6 - Failure to Launch - Paragliders](#) for definition.

If a pilot fails their 2nd attempted launch then that pilot returns to their place in the launch queue.

If A pilot enters the launch area for a second time and again fails to launch after 2 attempts then they must go to the back of the launch queue order.



END: PARAGLIDING



## 18.9 Launch Order - Hang Gliders



### 18.9.1 Launch Order

- The launch order for the first round can be either seeded or randomised.
- All seeding for launch order is based on the current Australian National Ladder (ANL) position (see Sections [19.3 National Ladders - Hang Gliding](#) and [19.4 - Ladder Points Calculation](#)). Foreign pilots are given an equivalent ANL ranking to determine their seeding. The lowest ranked Australian pilot present at the competition, from the top 10 on the Australian National Ladder, who also has a WPRS ranking is used as the benchmark. This benchmark ratio of ANL ranking to WPRS ranking is the ratio applied to the WPRS ranking of all foreign pilots (who don't have an ANL ranking) to derive their equivalent ANL ranking. If this equivalent ANL ranking is equal to an Australian pilot's ANL ranking, the foreign pilot is seeded behind the Australian pilot.
  - Pilots without an Australian ranking or a WPRS ranking are seeded in order of payment of entry fee.
  - In a seeded launch list, the order of the top third of the list shall be reversed. The last pilot in the top third shall be nominated to launch first.
- If a random launch order is used, no point bonuses shall be used on the first round that could advantage a pilot at the start of the queue (i.e. leadouts, arrivals).
- On the second and subsequent rounds, the overall placings in the competition determine the launch order with the top third of pilots in a reversed order. The last pilot in the top third shall be nominated to launch first. Where pilots are tied, their nominated launch order will be decided from the pilot seeding list.



### 18.9.2 Take off Line

- All pilots wanting to be considered for launching must queue in order of launch priority, behind a specified point.
- These pilots must be ready to launch.
- Upon entering the launch area, pilots come under the direction of the [Launch Director](#)

#### 18.9.2.1 With Push

On arriving at the take-off point a pilot may:

- Launch; or

- Wait until a pilot in the take off line declares their intention to launch ("pushes"). If the push is not a "Clayton's Push", the pilot must then launch within the allotted time. If the push is a "Clayton's Push", temporarily leave the launch area for the "pusher" to launch; or
- Decline to launch. If a pilot chooses not to launch in turn they must immediately leave the launch area. When they wish to launch they must rejoin the take off line behind all other pilots who wish to launch in turn.

### 18.9.2.2 Without Push

- The [Launch Director](#) may invite the next willing pilot in the queue to enter the launch area before the next launch space is available.
- If a pilot accepts entry and is then waiting for space, the clock starts on the pilot who was first into the launch area.
- Once the pilot has entered the launch area they have priority over those in the queue.
- The first pilot to enter the launch area shall be given a safe period of time to launch (normally one minute) or return to their place in the queue.
- If the pilot fails their 2nd attempted launch then that pilot returns to their place in the queue.
- If a pilot enters the launch area for a second time and again fails to launch after 2 attempts then they must go to the back of the launch order.
- If no pilot wishes to enter the launch area, the pilots on launch may wait.
- If several pilots are ready to launch but no pilots are wishing to enter the launch area, the pilots on launch may launch in any order. No one can push, but anyone can launch with the launch marshal's approval.
- A launch area large enough to launch a number of gliders simultaneously shall have only one entry gate.

### 18.9.2.3 Pushing Rules

The purpose of the Pushing Rule is to enable pilots who feel that the time is right to launch; the opportunity to force the pilots before them to launch.

Any pilot, who has entered the take-off line, may declare their intention to launch ("push"). This forces all preceding pilots in the take-off line to launch in the allotted time or leave the take-off area. 20%

The Pushing Rule process comprises the following:

- Before a pilot can declare their intention to push, they must be fully ready to launch (i.e. Strapped into his harness, helmet clipped on, glider completely rigged, etc.).
- Once the push has been called, the [Launch Director](#) must then determine where the push is a "Clayton's Push" or not. That is, they must ask all of the preceding pilots to the pusher in the launch order if they are prepared to let the pushing pilot go to the front, or to launch before

the pilot. If one or more pilots decide to launch before the pusher, then the “Clayton Push” is dismissed and the normal ‘push’ rules apply.

- When a pilot who has "pushed" arrives at the take off point they must launch in the allotted time. A pilot's failure to launch within the allotted safe time results in disqualification from the round.
- If a pilot who has entered the take-off line declines to launch when the “push” is underway, the pilot must immediately leave the launch area to enable the next pilot the opportunity to launch within the allocated safe time period. They can only rejoin the launch order at the back of the launch order. A new launch order will include all pilots who have declined to launch in the “push”. It will include bomb-outs and be placed in the new order if they return to resume the launch window in time, as determined by the [Launch Director](#).

Before the competition commences, the [Competition Director](#) must ensure that pilots registered in the competition are clear on the details of the ‘pushing’ rule to be applied to the competition.



### 18.9.3 Alternate Launch

In regions where multiple launch sites could be used for a task, pilots may only launch from the site(s) specified by the meet director for the day. The meet director may change the site(s) used at any time as long as no pilot has already launched. At launch sites where a number of launch areas are available, pilots may use an alternate launch area in an open window format. The [Launch Director](#) at the primary launch MUST be notified, prior to take off, of a pilot's intention to exercise this option.

- Pilots who elect to launch from an alternate launch site and were unable to do so, must join the end of the original launch queue.

In an ordered launch, the [Launch Director](#) may also open a voluntary alternate launch queue for pilots to launch before the main ordered launch. This alternate launch size should not exceed 20% of the total number of pilots.

- Pilots who elect to launch from the alternate launch queue and later choose not to do so, or fail to be ready in time, must join the end of the original launch queue.



END: HANG GLIDING



## 19 Appendix F - National Ladders

### 19.1 Objectives

The objectives of the National Ladder are:

- To provide a ranking list of Hang Glider and Paraglider pilots who have participated in recent Hang Gliding and Paragliding competitions;
- To encourage and maintain interest in the competitive aspects of the sport of Hang Gliding and Paragliding; and
- To foster the development of competition skills; and
- To assist with the selection of pilots to participate in competitions where entry is limited

All sanctioned competitions will be utilised to calculate the ladders. Separate ladders are maintained for Hang Glider pilots and Paraglider pilots. Any [Competition Organiser](#) wishing to include the results of a competition in the ladder must obtain the sanction of the Competition Committee.

The season for the purpose of the National Ladders is per calendar year. From the 1st of January to the 31st of December.



START: PARAGLIDING

### 19.2 National Ladders - Paragliding

Paragliding uses six task based National Ladders.

1. Fun class
2. Sports class
3. Serial class
4. Open class. This class is used to establish the Australian Champion - see section [13.2.1 Australian Champion](#).
5. Womens class.
6. Team Selection Ladder. The TSL is utilised where an Australian team needs to be selected for international competitions, such as the World Championship. The Team Selection Ladder is calculated over a two year window.



The season for the purpose of the National Ladders is per calendar year. From the 1st of January to the 31st of December.

#### 19.2.1 National Task Based Ladder Calculation

The National Ladder calculation is task-based and points for valid rounds will be as follows

- The National Ladders shall be calculated using the FTV mechanism, to a value of 70% of the total AAA validity for that season. This determines the sum of the pilot's best tasks, to that validity, for that season, with a maximum of five tasks taken from any one competition;
- Task Ladder Points = Comp Sanction Points x Day Quality Factor
- A pilot's National Ladder points (for each task) are calculated using the following formula:

$$\text{Pilot National Ladder Points} = \frac{\text{Task Ladder Points} \times \text{Pilot's Score}}{\text{Winner's Score}}$$

Note that the winner's score is the score of the highest placed Australian pilot, as defined by their sporting licence nationality.



## 19.2.2 Team Selection Ladder Calculation

### 19.2.2.1 Purpose of Team Selection

The primary purpose of the Team Selection Ladder (TSL) is to select a team that is capable of winning the World Championship for Australia. Additional sub-goals include:

- Select individuals who have the ability to become the individual world champion.
- Select pilots who will improve Australian paragliding by sharing their experience and knowledge with other pilots in the country.

The Team selection will be based on the TSL.

### 19.2.2.2 Calculating Team Selection Scores

The TSL will use a round based ladder calculation:

- The TSL shall be calculated using the FTV mechanism, to a value of 65% of the Total TSL Quality, see 19.2.2.4 Total TSL Quality, over the previous two years. This determines the sum of the pilot's best tasks, to that validity, for that selection period, with a maximum of four tasks taken from any one competition.
- Any one paraglider flight cannot be used for more than one event that scores on the TSL.

### 19.2.2.3 Pilot's Competition Placing Score

TSL points for valid tasks will be as follows:

- TSL points = Comp Sanction Points x Day Quality Factor

- A pilot's TSL points (for each task) are calculated using the following formula:

$$Pilot's\ TSL\ Points = \frac{TSL\ Points \times Pilot's\ Score}{Winner's\ Score}$$

Note that the winner's score is the score of the highest placed Australian pilot, as defined by their sporting licence nationality.

A pilot may include a percentage of a task in order to maximise, but not exceed, the sum of the FTV validity of the competitions they have flown.

#### 19.2.2.4 Total TSL Quality

The Total TSL Quality is the sum of all AAA task validity in the two years prior to the TSL cut off date:

$$TotalTSLQuality = \sum_{t-2}^t AAATaskValidity$$

where

$t$  = TSL cut off date

$t-2$  = 2 years prior to TSL cut off date

AAATaskValidity = TaskValidity of AAA Task

#### 19.2.2.5 International Competitions

In order to recognise overseas experience, a pilot may include tasks from up to two competitions, with a combined quality of no more than 33% of their Team Selection Ladder points (21.45% of the Total TSL Quality), from competitions flown outside of Australia that are not Australian sanctioned events. These competitions must be recognised as FAI Category-1, FAI Category-2 or Paragliding World Cup competitions which were flown with a minimum number of 60 pilots participating in tasks.

To receive the score, an application must be made directly to the [Competition Committee](#) for that competition to be recognised for TSL purposes. The results

of a task must be verifiable with the FAI, and the task quality must be available to the [Competition Committee](#). It is the responsibility of the pilot to ensure this information is available in a verifiable fashion.

The pilot's TSL points for an international task shall be calculated using the same formula given in [Section 19.2.2.3 - Pilot's Competition Placing Score](#) except that:

- The Winners Score shall be the score of the highest placed pilot on the day
- The Comp Sanction Points shall be:
  - Category-2 competitions shall equal Australian AAA sanction value
  - Category-1 and PWC competition shall equal (Australian AAA sanction X 1.11)
- Annual sanction devaluation applies as outlined in [Section 19.4.2 - Annual Sanction Devaluation](#), except that the competition will be devalued one year after its conclusion.

Results of FAI Category-1 Paragliding World Championships shall be automatically recognised by the [Competition Committee](#).

#### *19.2.2.6 Sanctioning Other Competitions*

Other FAI Category-1, FAI Category-2 or Paragliding World Cup competitions flown inside Australia may also be recognised for TSL purposes at the discretion of the [Competition Committee](#).

In order to foster competition with other regional nations (such as New Zealand) the [Competition Committee](#) may recognise other national Category-2 competitions as equivalent to a AAA competition, irrespective of the number of participating pilots, for TSL purposes providing an application is brought to the [Competition Committee](#) at least 8 weeks before the competition and Australian pilots are publicly informed.



END: PARAGLIDING



## 19.3 National Ladders - Hang Gliding

Hang gliding (class 1, 2, 4 and 5) will use a single task based ladder for team selection and determining a National Champion.

The ladder shall be calculated using a fixed total validity (FTV) system that selects a pilot's best tasks for the last three years of flying up to a threshold of 7 full tasks (See [Section 20 Appendix G](#) for a thorough explanation).

The pilot national ladder points for each task are devalued according to the scheduled sanction devaluation, see [Section 19.4.2 - Annual Sanction Devaluation](#).

The National Champions will be awarded from the results of this ladder after the conclusion of the final competition of the season.



### 19.3.1 Points Calculation

The National Ladder calculation is task-based and points for valid rounds will be as follows

- A pilot's National Ladder points (for each task) are calculated using the following formula:



$$\text{Pilot National Ladder Points} = \frac{\text{Comp Sanction Points} \times \text{Day Quality Factor}}{\text{Winner's Score}}$$

Note that the winner's score is the score of the highest placed Australian pilot, as defined by their sporting licence nationality.

### 19.3.2 International Competitions

In order to recognise overseas experience, a pilot may include tasks from up to two competitions, with a combined quality of no more than 33% of their Team Selection Ladder points from competitions flown outside of Australia that are not Australian sanctioned events. These competitions must be recognised as FAI Category-1 or FAI Category-2 which were flown with a minimum number of 25 pilots participating in tasks.

To receive the score, an application must be made directly to the [Competition Committee](#) for that competition to be recognised for National Ladder purposes. The results of a task must be verifiable with the FAI, and the task quality must

be available to the [Competition Committee](#). It is the responsibility of the pilot to ensure this information is available in a verifiable fashion.

The pilot's National Ladder points for an international task shall be calculated using the same formula given in [Section 19.3.1 - Points Calculation](#) except that:

- The Winners Score shall be the score of the highest placed pilot on the day
- The Comp Sanction Points shall be 360 (Australian AA sanction)
- Annual sanction devaluation applies as outlined in [Section 19.4.2 - Annual Sanction Devaluation](#).



END: HANG GLIDING

## 19.4 Ladder points calculation - General

The National Ladders will be calculated at least once each year, utilising SAFA sanctioned competitions on AirScore.

### 19.4.1 Competition Sanction Points

Competition Sanctions points for competitions completed in the most recent one-year period will be determined from the level of sanction awarded by the [Competition Committee](#). The competition sanction points for competitions from the prior year will be devalued in accordance with [Section 19.4.2 - Annual Sanction Devaluation](#).

### 19.4.2 Annual Sanction Devaluation

Competition sanction values will be devalued on a year-to-year basis, whereby the sanction given to a competition will be devalued by a factor of 0.8 for both HG and PG once the corresponding competition is run in the next season. If there is any ambiguity as to what constitutes the “corresponding competition”, the [Competition Committee](#) will make a ruling. No “corresponding competition” held at the same venue in different seasons may be at the same level of devaluation. Devaluation must occur one year after the event was started if the corresponding competition is held later.

### 19.4.3 Alternate Rules and Scoring Systems for Ladder Points

Where the [Competition Committee](#) has sanctioned the inclusion of a competition with alternate rules and/or scoring systems, then the pilot's ladder points for each task shall be determined by the methodology outlined in [Appendix I](#).

## 20 Appendix G - National Teams Selection

### 20.1 Introduction

The selection procedures contained in this section are to be followed when it is necessary to select a team that will be representing Australia in International competitions where entry is limited and the Organiser does not invite individuals to compete. All sections apply to both Hang Gliding and Paragliding except those individually titled. If a competition requires two team selections (eg. entered team and smaller scoring team) then the same team selection criteria will be applied to select each of the teams.

### 20.2 Team Selection Process

- a) The relevant Ladder (National for HG, TSL for PG) for the purpose of team selection is calculated to include all Australian sanctioned and Competitions Committee approved international competitions which have the last scheduled competition flying day finishing 3 calendar months prior to the official starting date of the International competition.
- b) In performing this interim calculation, devaluation of competition ladder points from prior seasons will only be done if the corresponding competition in the current season has been concluded at the time the calculation is being performed. (E.g. Aust Open would be a corresponding competition even if at different venue and/or time of year.);
- c) The size of the team is specified by the Organiser of the International Competition;
- d) Gender is not considered unless gender requirements are not fulfilled. In such circumstances the committee shall determine the team composition;
- e) All team positions are secure except for the last male and last female position, which are challengeable by eligible pilots under exceptional circumstances;
- f) Pilots eligible for team selection and pilots eligible to challenge for a team position are specified in the table in [Section 20.2.2.1 - Eligible Pilots](#);
- g) Any requirements for reserve pilots shall not be considered in determining the last challengeable position. Any reserve positions will be filled from the relevant National Ladder, in accordance with the procedures laid down in this Manual and is also subject to challenge in exceptional circumstances;
- h) The initial nomination of teams shall occur as soon as possible after the calculation of the relevant National Ladder, as described above.



- i) The [Competition Committee](#) shall determine the dates by which a final team selection is to be made and the timetable for the selection process shall be drawn up well in advance so that all pilots are aware of the timing of any decisions;
- j) All pilots selected as part of any team are required to enter a written agreement (contract) with the SAFA that, amongst other things, requires them to abide by any decisions of the Team Selection Panel;
- k) The selected team for the most recent FAI World Championship remains the Australian Team until the next team is selected, for promotional, sponsorship and media purposes.



### 20.2.1 Team Selection - Paragliding

Paragliding team selection will be based solely on the Team Selection Ladder described in section [19.2.2 Team Selection Ladder \(PG\)](#) with the time of calculation as per [Section 20.2.1.1 - Eligible Pilots](#).

#### 20.2.1.1 Eligible Pilots

Team	Eligible Pilots
Paragliding Open Competitions	Team Selection Ladder pilots who are either: <ul style="list-style-type: none"> <li>● Ranked in the top 20 or</li> <li>● Ranked in a group that is two times the team size (whichever number is the larger).</li> </ul>
Women's Paragliding Competitions	Team Selection Ladder pilots who are either <ul style="list-style-type: none"> <li>● Ranked amongst the top 10 female pilots or</li> <li>● Ranked in a group that is two times the team size (whichever number is the larger).</li> </ul>



### 20.2.2 Team Selection - Hang Gliding

Hang Gliding team selection will be based on the Hang Gliding National Ladder as described in [Section 19.3 - National Ladders - Hang Gliding](#) with the time of calculation as per [Section 20.2.2.1 - Eligible Pilots](#).

#### 20.2.2.1 Eligible Pilots

Pilots eligible for National team selection and right to challenge for the last team position:

Team	Eligible Pilots
Hang Gliding Open Competitions	A grade National Ladder pilots who are either: <ul style="list-style-type: none"> <li>● Ranked in the top 20 or</li> <li>● Ranked in a group that is two times the team size (whichever number is the larger)</li> </ul>

Women's Hang Gliding Competitions	Female National Ladder pilots ranked as A grade pilots for Women Hang Gliding pilots
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### 20.2.3 Notification Letters

As soon as the nominated team is identified, the SAFA General Manager shall send letters of notification and contracts to pilots. These letters shall be as follows:

#### 20.2.3.1 *Secure positions*

A letter of confirmation, this shall include details of the date by which a pilot must indicate that they wish to take the place on the team, by returning a signed contract (normally 14 days from the date of the letter).

#### 20.2.3.2 *Positions subject to challenge*

A letter of confirmation presented, conditional that there are no successful challenges.

If a bona fide challenge is received by SAFA, a letter will be issued to the challenged pilot, with a copy of the challenge, giving the right to respond and requesting they submit information (in writing) for the consideration of the Team Selection Panel. This letter shall include explanation of the basis that a challenge is being considered, the time by which the information must be provided (normally 14 days from the date of the letter) and an indication of their willingness or otherwise to be a reserve if not selected.

#### 20.2.3.3 *Pilots who are able to challenge*

Any pilots eligible to fill a position subject to challenge must apply to be considered for this position. A letter indicating that they have the right to challenge for a position on the National team and/or be considered as a reserve will be sent to these pilots. The letter shall include details similar to that required in Section [20.2.3.1 - Secure Positions](#) subject to challenge above.

## 20.3 Challenges

As soon as practical after expiration of the period during which challenges may be submitted the General Manager shall:

- If no challenges have been received, confirm the team; or
- If challenge applications have been received, convene a meeting of the [Competition Committee](#) to consider the challenges.

### 20.3.1 Accepting a Valid Challenge

- a) The last position of each gender is challengeable by any of the pilots with the right to apply (see [Section 20.2.2.1 - Eligible Pilots](#)) if they consider exceptional circumstances exist.
- b) The [Competition Committee](#) will evaluate the reasons for a challenge on the basis that a Pilot has not been able to compete in any competitions that could have contributed to the pilot's current Team Selection Ladder ranking, due to exceptional circumstances. The reasons need to have been due to circumstances beyond the pilot's control (such as physical injury) and not due to personal, financial or work commitments. The onus is placed on the challenging pilot to provide evidence to show valid reasons for an insufficient ladder placing due to non-attendance at any competition(s) or inability to compete.
- c) The [Competition Committee](#) will review all challenges and decide by a simple majority whether the challenge is valid.
- d) Any [Competition Committee](#) member who is either being challenged or challenging for selection may not vote.
- e) If a bona fide challenge is accepted by the [Competition Committee](#), the challenged pilot will be given a copy of any challenge and given the right to respond to any challenge.

### 20.3.2 Assessing a Challenge

- a) The Team Selection Panel (see [Section 20.3.3 - Team Selection Panel](#)) will determine the success of the challenge.
- b) If a challenge is accepted by the [Competition Committee](#), the General Manager shall convene a meeting of the Team Selection Panel who shall assess the challenge using the guidelines in [Section 20.2 - Team Selection](#) and select the team.
- c) The Team Selection Panel shall make all decisions by way of a simple majority.
- d) The decision of the Team Selection Panel shall be final - no pilots have the right of appeal.

### 20.3.3 Team Selection Panel

The Team Selection Panel shall consist of three persons as follows:

1. The person as appointed by SAFA board, typically the coach;
2. A representative from the [Competition Committee](#) (as elected by this committee) who shall represent the collective view of the committee; and
3. The pilot ranked in first position of the National Ladder for the team for which selection is to be made, who shall represent the collective view of those pilots whose position on the team are secure

Where the team size is one this third position shall be taken by a person, appointed by SAFA, who shall represent the collective view of those Pilots with the right to challenge the position.

Any person challenging for selection may not serve on the Team Selection Panel.

#### 20.3.4 Challenged Pilot Comparison

Where the Team Selection Panel must compare pilots due to a challenge application being permitted by the [Competition Committee](#), the criteria as shown below, shall be used.

The challenging pilot must clearly be performing ahead of the challenged pilot in the current season.

1. Current National Ladder position.
2. Current form:
  - Good position in recent competition(s)
  - Recently gained Australian or World records
  - Other examples of a high level of competitive skill
3. Effects of injury on performance:
  - Is the pilot carrying injuries that may affect future competition performance?
4. Knowledge of the opposition:
  - Is the pilot familiar with the identities and tactics of the opposing pilots?
5. Previous experience at an International level:
  - Is the pilot familiar with the pressures of flying in foreign environments?
6. Previous experience at the site.
7. CIVL International ranking.
8. Indicated potential of upcoming newer pilots.
9. The need to give new pilots overseas experience.
10. A pilot's willingness to extend his experience through private means.
11. Ability to work as a team member.

The emphasis of the criteria is not fixed, but in general for FAI category 1 competitions, the strongest possible team will be sent. In FAI category 2 competitions, pilots new to the international competition scene may be given preference.

## 21 Appendix H - Fixed Total Validity Ladder Explanation

### 21.1 Introduction

The FTV ladder has been used by paragliders for many years for picking their national champion and their international team with good success. With a competition based ladder, the strategy is to place high every day and let the law of averages knock out the people who push too hard. While it is a good strategy for personal results, it isn't good for a team. In the World Championships, the top three pilots each day score for their team so a team that includes pilots who are prepared to push hard for day wins are likely to score better overall.

The FTV ladder essentially treats the entire season as one competition and keeps a number of tasks out of it up until a threshold is met. Each pilot's tasks are sorted in descending order of their best performances which means it's now possible to fairly include the scores for pilots who flew well on days with low day validity. This is important to building a competitive team as competitions are won and lost in poor weather.

### 21.2 How The FTV Ladder Works

The FTV Ladder calculates the Pilot National Ladder Points for each task and sums the ladder points and day qualities associated with the pilot's best tasks until a total day quality factor of 7.0 is reached. The best tasks to include are the ones that give the highest ladder points per day validity value. As a refresher formula [Section 19.3.1](#)

$$\text{Pilot National Ladder Points} = \frac{\text{Competition Sanction Points} \times \text{Day Quality Factor} \times \text{Pilot's Score}}{\text{Winner's Score}}$$

Let's break it down.

- The *Day Quality Factor* in the above equation is used to scale the ladder points given to the quality of the day flown. For example, a day win on a 50% valid day at a AA competition (360 sanction points) should be worth 180 points on the ladder.
- The *Competition Sanction Points* is the number of points the competition was sanctioned for (i.e. 450 for AAA, 360 for AA, etc).
- The rest of the equation, *Pilot's Score / Winner's Score*, gives you a position in the field of pilots between 1.0 (first place) and 0.0 (last place).

To increase Pilot National Ladder Points, the pilot needs to score as close as possible to the winner (or be the winner) and fly tasks that have more Competition Sanction Points. This means that a pilot aiming for the top of the ladder should fly at least both AAA competitions each season. Remember, only the best tasks are included so the occasional bad day is worthwhile if it pushes the pilot to race harder overall.

## 21.3 Frequently Asked Questions

### 21.3.1 Why are there percentages on some tasks on the ladder?

NSW20 T3	Can19 T5
275	187 13%
Can19 T1	
204 69%	

It's rare that a pilot's best tasks were all on tasks with 1.0 day validity so the ladder keeps summing a pilot's tasks and associated day validities until a total day validity of 7.0 can be reached. To reach 7.0, only a percentage of the last task should be included. The ladder indicates how much of the last task is included with a small percentage next to the last task for each pilot.

### 21.3.2 Why is there a task with a lower score included before a task with a higher score?

◆ Total ▼	T1	◆ T2	◆ T3	◆ T4	◆ T5	◆
2940	Can19 T1 450	Can19 T5 443	For20 T2 450	Can19 T6 96	For20 T3 417	
2555	For20 T1 354	For20 T3 419	For20 T4 386	Cen19 T2 360	NSW20 T4 352	
2366	Can19 T3 128	Can19 T2 409	NSW20 T2 306	NSW20 T4 351	Can19 T1 332	

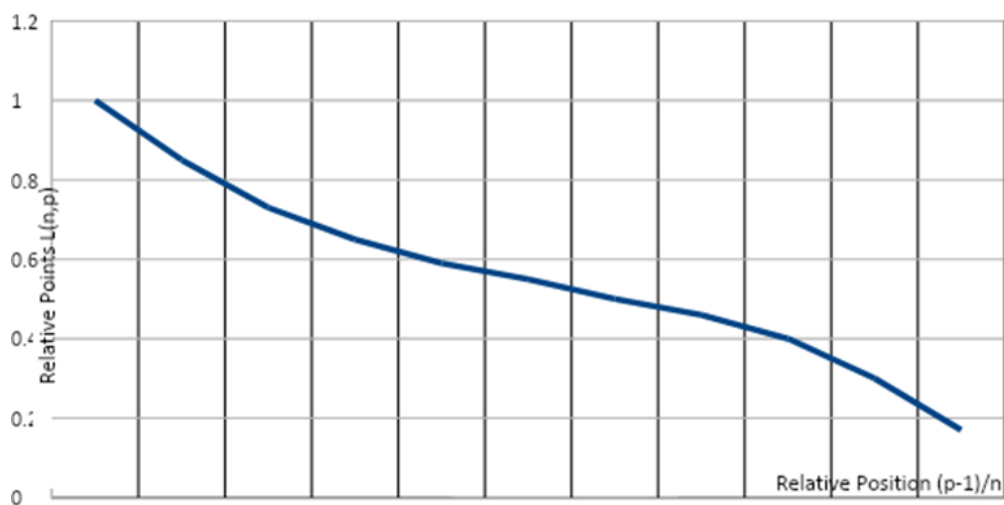
The ladder sums tasks in order of the ladder points it earns the pilot vs the day quality. Scoring 100 points on a task with a day quality of 1.0 is very bad compared to scoring 100 points on a task with a day quality of 0.1. It can be helpful to think of it as trying to get the best 'bang for your buck'. In the former case above, it cost 1.0 in total day quality to include a 100 point task where in the latter case, it only cost 0.1 which leaves space for more tasks to be included.

## 22 Appendix I - Including Competitions With Alternate Scoring

Where the Competition Committee has sanctioned the inclusion of a competition with alternate rules and/or scoring systems, then the pilot's ladder points shall be determined from the following:

$$\text{Pilot Ladder Points} = \text{Comp Points} \times \text{Relative Points} \times \text{Day Quality}$$

Where Relative points is determined from the graph below:



This graph has been determined from the distribution of scores in a number of competitions run in accordance with the standard rules and scoring systems. The graph is used so that the spread of points for competitions scored with alternative scoring systems, (For example when pilots are able to drop their worst round(s) the final scores become compressed) approximates the spread for the standard scoring system. For computational accuracy the pilot's ladder points should be calculated from the following equation:

$$\text{Pilot Ladder Points} = \text{Comp Points} \times \{ 1 - 1.8559(p/n-1/n) + 2.747(p/n-1/n)^2 - 1.729(p/n-1/n)^3 \} \times \text{Day Quality}$$

Where:

- p is the pilot's overall position in the competition (including non-Australian Pilots); and
- n is the maximum number of pilots entered in the competition (including non-Australian Pilots).
- Day Quality is in the range [0,1.0]



## 23 Appendix J - Competition Access Policy (COVID Vaccinations and Travel)

### 23.1 Background

Section [14.3.1](#) states that there needs to be no restriction on pilot entry for any competition sanctioned A or above. The limitations in cross border travel throughout 2020 and most of 2021 were deemed to be 'restrictions on pilot entry' by the [Competitions Committee](#) and a policy was formed in the meeting minutes on 2020-06-26:

*If there are travel restrictions that block a pilot from competing within the two weeks out from the start date, the competition needs to be valued lower.*

Further discussion solidified the lower sanction as a 'B'.

'Travel restrictions' were defined as any sort of quarantine on either side of the border.

In November 2020, the [Competitions Committee](#) decided through email to relax the rule to consider only the travel restrictions that states that the top 25 pilots reside in. Western Australia had a stiff border stance and it was showing no signs of relaxing. The rule change allowed a few competitions to run as originally sanctioned:

*If there are travel restrictions that block one of the top 25 pilots on the Australian Ladder from competing within the two weeks out from the start date, the competition will be sanctioned as B.*

In late 2021, most states started opening their borders to other interstate travellers with dynamic requirements. One of the conditions that many states use to assess the traveller's requirements is their vaccination status against COVID. Generally speaking, the worst case traveller (from a hotspot) is required to quarantine if unvaccinated and undergo regular testing if vaccinated. Some states don't differentiate at all but the rules change frequently.

In order for the [SAFA Competition System](#) to meet its basic aims, it needs high valued competitions to build a competitive ladder that can be used to build a team of overseas pilots.

### 23.2 The Current Policy

The new policy will consider only the travel restrictions placed on vaccinated individuals by state governments.

NOTE: The [Competitions Committee](#) will not endorse competitions enforcing their own vaccination requirements on pilots.

A complete policy reads as follows (2022-03-09):

*If there are travel restrictions in place within the two weeks leading up to the start of a competition that block one of the top 25 pilots on the Australian Ladder from competing, the competition will be sanctioned as a B.*

*Travel restrictions are defined to be any amount of mandatory quarantine on either side of the border for vaccinated travellers.*

*Regular COVID testing is an annoying inconvenience, but will not be seen as a compelling reason not to attend.*

The Competitions Committee hopes to remove this appendix in the future.