

Race To Goal

Competition Rulebook

2022



USHPA
UNITED STATES HANG GLIDING
& PARAGLIDING ASSOCIATION
TM

The United States Hang Gliding and Paragliding Association, Inc.

FOREWARD

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

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

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The World Air Sports Federation
Fédération Aéronautique Internationale

The United States Hang Gliding and Paragliding Association, Inc.

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1. General Information

1.1. Application

The rules set forth herein shall govern all USHPA sanctioned Race to Goal hang gliding and paragliding competitions. Every club, association, promoter, pilot, and all persons participating in, or in any way connected with any sanctioned meet shall be bound by these rules.

1.2. Interpretation

When necessary, interpretation of these rules shall be made by the Meet Director after discussion with the primary competition officials, and protest committee.

1.3. Exceptions

Exceptions to the rules are not allowed when the rules are definite and feasible. If compliance is not feasible, the Meet Director, or at his discretion, other official(s) appointed by him shall make the necessary exceptions and shall also inform the competitors by issuing or posting a dated, written addendum to the rules as soon as possible.

1.4. Amendments

Amendments to these rules shall derive from the USHPA Competition Committee. The Race to Goal Competition Rulebook shall be amended or re-published annually, prior to Jan 1 of the following year. If changes are necessary during the competition season, only changes that do not unfairly disadvantage pilots will be made. For example, a change to how competition validity is calculated would not be made when competitions have already taken place during a year. Recommendations and comments from USHPA Directors, meet organizers, meet directors, ranked competition pilots and others shall be used to determine whether or not amendments are necessary.

1.5. Local Rules

These rules shall be used in conjunction with local rules specific to particular competitions.

2. Competition Rules

2.1. General Information

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

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

A copy of the USHPA Race to Goal Competition Rulebook, a copy of the current FAR Part 103, and a local, current sectional aeronautical chart or equivalent will be available (on-line) to any competitor in the contest. An airspace file, in OpenAir format, covering the area to be used in the competition will be available (online) to all pilots as well.

If Local Rules are to be used, the Meet Director must submit these rules to the Competition Committee or the Competition Committee Chair for review and approval at least 2 weeks prior to the start of the meet. Each competitor will have available the Local Rules-highlighting any deviations from this rulebook, and schedule of events. If necessary, interpretation of the rules will be made by the Meet Director after consultation with the primary meet officials. The Meet Director

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will inform competitors of any rule changes by issuing or posting a dated written addendum to the rules as soon as possible.

2.2. Competitor Responsibilities

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

Race to Goal	H3/P3
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- Must possess any special skill ratings relevant to the competition or site.
- Parent's (or guardian's) written consent (notarized) if the competitor is under 18 years of age.
- Must sign USHPA Competition Waiver as well as any site and individual waivers as required by the Meet Organizer.
- Must follow the *Competitors Code of Conduct*.
- Must understand that safety is the sole responsibility of the pilot.
- Must fly with appropriate safety equipment that shall include at a minimum helmet and a reserve parachute.
- Must use appropriate flotation devices when a water landing is probable.
- Must understand and obey all applicable airspace rules, local, state and federal laws, landowner and site restrictions.
- Are expected to attend all meetings, briefings, roll calls, etc. as requested, and are required to stay informed of all schedule changes, course modifications, rule amendments, etc.
- Must pre-flight all equipment prior to launch and perform a hang-check or harness-check prior to launch in front of qualified launch personnel (i.e., launch director or their designees). However, the pilot is solely responsible for proper set-up and connection to glider, harness and other related equipment.
- Must decline launch if they think conditions are unsafe or are too advanced for their skill level.
- Must fly within their abilities and in safe mental/physical condition and must terminate their flight if conditions on course become unsafe.
- Must follow generally accepted right of way and thermal etiquette rules.
- Must notify the Safety Director and/or Meet Director as soon as possible when an emergency occurs.
- Must be in contact with meet officials as required in the local rules.
- Competitors willfully violating any of the above shall be subject to penalty or disqualification.

2.3. Equipment

- Harness - no requirements or restrictions other than the harness must be a commercial product created specifically for paragliding or hang gliding

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- Certified (EN966 or better) helmets are required for all pilots at sanctioned competitions
- A reserve parachute is required for all pilots at sanctioned competitions
- An approved satellite tracking device, with tracking enabled and configured as specified by the meet director, is required for all pilots at sanctioned XC paragliding competitions.
 - Currently approved devices include the SPOT series and the Garmin InReach series.
 - Notice of this requirement with specifications to be included in all pre-meet information and publicity.
- An accessible hook knife is recommended
- Ballast
 - Ballast is any non-functional object attached to the pilot; used for the purpose of increasing mass and may be disposable or non-disposable
 - The gross weight with disposable and non-disposable ballast may not exceed the glider manufacturer's specified maximum weight limit
 - Similarly, the gross weight after releasing disposable ballast must be equal to or greater than the glider manufacturer's specified minimum weight limit
 - Disposable ballast must consist of water or dry sand (not both) without stones or rocks, and, when released in flight pose no hazard to persons, animals, or property
 - Systems for the retention and disposal of ballast must offer reasonable security against accidental disposal
 - The use of either disposable or non-disposable ballast must not interfere with the safe operation of the glider, or present any safety hazard in the event of sudden impact
- Supplemental Oxygen is highly recommended when flights are routinely expected to be above 12,500 feet above sea level
- Personal Flotation Devices are required if there is a high probability of landing in water
- GPS - Meet Organizers will specify, in the competition local rules, any specifics regarding the type of GPS or flight instruments required for flight documentation. In all cases, the GPS or flight unit must create a valid (signed IGC file) 3-D track log. Devices from Flytec, Naviter, Flymaster, Alfapilot, and several other manufacturers create such logs. See section 2.5 for more information on this.
- Any physical means to produce propulsive energy to increase performance is prohibited
- Any item not specifically prohibited by the rules is permitted. However, the Meet Director or Safety Director has, at all times, the right to prohibit the use of any item he feels may create a safety hazard

2.4. Definition of Classes

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

2.4.1.HG Class 1

Hang gliders having a rigid primary structure with pilot weight shift as the sole means of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-

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wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they act symmetrically.

2.4.2.HG Class 2

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

2.4.3.HG Class 3

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

2.4.4.HG Class 5

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

2.4.5.HG Sport Class

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

2.4.6.HG Single Surface Class

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

2.4.7.PG Competition Class

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

2.4.8.PG C Class

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

2.4.9.PG B Class

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

2.4.10. PG A Class

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

2.5. GPS Flight Documentation

The competition organization must announce beforehand what version of GAP scoring software will be used. Any flight instrument accepted by FAI / CIVL for Category 1 competitions, as defined in Section 7, can be used for sanctioned USA competitions. If a pilot chooses to use a device or

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software not on the approved list, it is up to the discretion of the scorekeeper to determine if the device created an accurate, valid, tracklog that can be used for scoring. Pilots are strongly encouraged to only use instruments on the CIVL accepted list, as these have been proven to be accurate.

2.5.1.Backup GPS

A pilot must submit one GPS for verification. If there are issues with that GPS, then one or more backup GPS's may be submitted. Valid IGC track logs will be accepted electronically at some competitions if specified in the local rules

2.5.2.Registering GPS Units

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

2.5.3.Track Log

- The GPS used for scoring must contain a time-stamped track (in the case of older Garmin and some other units this means the “active” track and not a “saved” track) that contains the following proof:
 - The flight was flown on the correct day and at the correct time.
 - The flight was continuous (i.e., the pilot did not land and relaunch).
 - The track log point interval must be no more than 1 seconds.
 - That any announced altitude restrictions were not violated. This means that track points must be 3D, indicating altitude as well as latitude and longitude.
 - That the announced turn points were flown in order, and any turn points that have time restrictions—such as the start cylinder and goal—were achieved within the time parameters set. This means that the track points must contain timestamps. Note that this is why Garmin and some other “saved” tracks are not allowed, as the unit strips off time information for the points when saving them.
- For any start, goal or turn point that is claimed for the flight, the track must show a point within the cylinder. ‘Mark Enter’ or manually entered waypoints that are within the cylinder will not be accepted as a substitute for a track log point unless the Meet Director has specifically announced they will be accepted. The scorer (with agreement from the meet director in the case of a dispute) may at their discretion manually validate a turn point by interpolating between two track points and determining that it would be impossible to have not flown through the cylinder. The two track points must be no more than 1 second apart. Manual verification of turn points is at the discretion of the scorer and Meet Director. The interpretation of whether a track shows a point within a cylinder is done within the scoring software, not on the GPS unit itself. Thus, for example, while a pilot's GPS may show a point that appears to be inside a proximity circle drawn on the GPS's screen, this is not accepted as proof of achieving a turn point if the scoring software does not recognize the point as being within the cylinder.
- Where the point being claimed is a start point:
 - For an exit start, there must be at least one track point inside the start cylinder with a timestamp on or earlier than the declared start time.

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- For an entry start, there must be at least one track point outside the start cylinder with a timestamp on or earlier than the declared start time.
- Any error margin that will be used for determining whether a point is within a start, turnpoint, or goal cylinder will be disclosed in the meet rules or announced before the start of the competition. The default error margin in competitions where no other margin has been announced is 0.1%, which is equivalent to 1 meter for a 1 kilometer radius cylinder.
- Unless specified otherwise at a particular meet, the actual distance that a task is considered to be is calculated (via the scoring software) by determining the shortest distance from launch around the course, not the distance around the course to the center of each turn point. Thus, some GPS units will display a distance for the task that is longer than the actual distance that will be used for individual scoring and task validity purposes.

2.5.4.Errors in Coordinates

Start point, turn point, and goal coordinates may be named in any way the Meet Organizer deems appropriate. If any are named for nearby physical features, the coordinates and NOT the physical feature will define the turn point location. Changes to turn point coordinates may be made or new turn points added at or prior to the task briefing, however in such cases sufficient additional time must be allowed for careful manual entry or downloading of the new data. Organizers are strongly encouraged to avoid adding turn points during a competition unless required for safety reasons.

2.5.5.Claiming Best Distance on Task

A pilot not landing in goal will be scored distance according to their best in-flight track log point or their landing point, whichever gives a better result. In either case, the timestamp of this point must be consistent with the flight being claimed and any "Task End" times that may be in force. By default, the Task End Time will be the Goal Close Time, and in any case the Task End Time will be no later than civil twilight.

2.5.6.Rejection of Track Log

The Meet Director or scorekeeper have the discretion to reject any track-log, or part thereof, if she/he feels it does not show sufficient evidence that the claimed data is genuine.

2.5.7.Stopping the Task

The Meet Director, in consultation with the Safety Director, has the power to stop or cancel a task after some or all of the competitors have launched due to unsatisfactory flying conditions such as deteriorating weather or emergency operations that cannot be avoided by the competitors. If the task is stopped before the First Start Time, the task will not be scored. After the first start time has elapsed, the task will be scored if one of the following conditions has been met: 1) A pilot has landed in goal prior to the time (before applying any score-back time) that the task was cancelled, 2) The elapsed time between the first start time and the task stop time (after applying any score-back time) is equal to or greater than the nominal task time.

The decision to cancel or stop the task will be communicated verbally to pilots who have not yet launched. That information will also be broadcast on the Meet Frequency at ten-minute intervals (i.e., 1:40, 1:50, 2:00, 2:10...) for a period up to one hour to pilots in the air. The Meet Director, or a person they designate should they become unavailable, is the only person authorized to cancel or stop the task. Since radio transmissions are not infallible, no pilot

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should make any assumptions as to whether a task has been cancelled or stopped unless they have received the official announcement from the Meet Officials.

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

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

2.5.8. Time-based Dispute

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

2.5.9. Authenticity Dispute

If the scorekeeper or competition director rejects the tracklog on the grounds that they feel it does not show sufficient evidence that the claimed data is genuine, then, the pilot is awarded zero points for round, unless evidence shows they launched, in which case the pilot will receive minimum distance.

2.6. Launch Procedure

Several standard launch processes have been developed. Depending on a number of meet variables, physical condition of the launch site, number of individual launches, number of pilots in the meet, etc., the Meet Organizers must define how launching is to be managed in the Local Rules. If the launch procedure is undefined in the Local Rules, then an Open Launch shall be used. The meet director shall have the option of changing the procedure should safety issues or other unforeseen circumstances dictate. The Meet Director must allow sufficient time during the official launch window for all pilots to launch, thermal up, and fly to the start area before the first start time. The minimum duration will depend on the number of pilots, the launch, and the launch conditions. The official launch open must be at least 15 minutes after the conclusion of the pilot briefing. Launch may be unofficially opened immediately after the briefing for any pilots who are ready, but this time does not count as part of the "official launch window" for purposes of determining adequate launch time and/or any ordered launch procedure.

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2.6.1. Open Launch

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

As with all launches described here; in paragliding competitions, a pilot in takeoff position must take off or begin to move to the back of the staging area, within 30 seconds if any pilot in the staging area expresses a serious desire to start. The 30 seconds must be uninterrupted by unacceptable take off conditions, as determined by the launch official. The launch official will tell the pilot when the 30-second period begins and will count down the last 10 seconds before it ends. If the pilot's feet leave the ground after the allotted 30 seconds, a penalty of 5% of that pilot's score for that round will be deducted for each additional 15 seconds or portion thereof until the pilot either takes off or starts moving out of launch position. This rule does not apply to hang gliding, where the "push" rule defined in Section 7 is used.

If a pilot chooses not to launch or is deemed by any launch official as not moving expeditiously toward launch, that pilot must immediately leave the staging area or move behind all the other waiting pilots.

2.6.2. Ordered Launch

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

2.6.3. Tow Launch

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

2.6.4. Early Launch

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

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

2.6.5. Identification by Launch Official

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

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2.7. Protest Procedure

USHPA defines a complaint as a verbal request by a competitor to the designated official, usually the Meet Director or Safety Director, to investigate matters with which the competitor is dissatisfied. If the competitor is still dissatisfied, they may file a written protest to the competition protest committee.

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

In the event that a competitor is unsatisfied with the ruling of the committee or feels that the complaint and protest procedures of the meet do not adequately resolve the problem, the pilot may file a written appeal, explaining in detail the nature of the alleged injustice, and providing all available evidence to support his case, to the USHPA Competition Committee c/o USHPA headquarters. Such an appeal is to be filed with USHPA Headquarters not more than 10 days after the end of the meet in question.

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

3. Competition Scoring

3.1. Scoring

The latest (most current) version of an FAI/CIVL approved GAP scoring program is required in USHPA sanctioned Race-to-Goal competitions, unless otherwise specified in the local rules and approved by the Competition Committee. The meet director will announce the version along with the required parameters prior to the commencement of the meet. Unless otherwise specified, the latest version of the GAP formula available at the time of the competition will be used. Sanctioned meets are encouraged to adopt, when practical, scoring procedures that are expected to be used in FAI Category 1 events so that pilots can gain experience with them (for example, FTV).

As of 1/1/2022, unless superseded by the local rules and unless a newer version of GAP is released, here are the parameters to be used for Race to Goal Paragliding Competition:

GAP 2021

FTV Factor: 20%

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GAP2020

Competition Parameters

Nominal launch % of pilots

Minimum distance km

Nominal distance km

Nominal time hh:mm

Nominal goal % of pilots

Score-back time min.

Type of altitude used for scoring

☐ QNH ☒ GPS

[Advanced settings...](#)

Advanced Settings: GAP2020

Point Types

☒ Use Distance Points ☐ Use Departure Points ☐ Use Arrival Position Points

☒ Use Time Points ☒ Use Leading Points ☐ Use Arrival Time Points

Technical Parameters

Day Quality override

"Jump the gun" factor

Max "Jump the gun" (seconds)

Leading weight factor

☐ 1000 points for winner if no pilot in goal

☐ 1000 points for winner before DQ is applied

☐ Use distance² for LC calculation

☒ Proportional Leading Points weight if no pilot in goal

Time points given if reached ES but not goal %

Tumpoint radius tolerance %

Tumpoint radius minimum absolute tolerance m

Stopped Task Bonus Glide Ratio :1

☐ Use "difficulty" for distance points calculation

Point distribution preview

Pilots in goal	15%	50%	85%
Distance points	687	422	362
Time points	258	477	526
Leading points	55	101	112
Arrival points	0	0	0

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And for Hang Gliding competitions, unless superseded by local rules or newer GAP formula, the defaults are:

GAP 2020

FTV 25%

GAP2020
✕

Competition Parameters

 Nominal launch % of pilots

 Minimum distance km

 Nominal distance km

 Nominal time hh:mm

 Nominal goal % of pilots

Type of altitude used for scoring

☐ QNH

☒ GPS

Advanced settings...
Ok
Cancel

Advanced Settings: GAP2020
✕

Point Types

☒ Use Distance Points
 ☐ Use Departure Points
 ☒ Use Arrival Position Points

☒ Use Time Points
 ☒ Use Leading Points
 ☐ Use Arrival Time Points

Official CIVL GAP (HG)
OzGAP 2005
GAP 2000

Technical Parameters

Day Quality override

 "Jump the gun" factor

 Max "Jump the gun" (seconds)

 Leading weight factor

☐ 1000 points for winner if no pilot in goal

☐ 1000 points for winner before DQ is applied

☒ Use distance^2 for LC calculation

☐ Proportional Leading Points weight if no pilot in goal

Time points given if reached ES but not goal %

 Turnpoint radius tolerance %

 Turnpoint radius minimum absolute tolerance m

 Stopped Task Bonus Glide Ratio :1

☒ Use "difficulty" for distance points calculation

Point distribution preview

	15%	50%	85%
Pilots in goal			
Distance points	687	422	362
Time points	219	404	447
Leading points	55	101	112
Arrival points	39	72	80

Set Paragliding Defaults
Set Hang Gliding Defaults
Ok
Cancel

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

3.2. Competition Winners

The winners will be the pilots in each class that is relevant for the competition with the most cumulative points at the end of the last contest day. In the event of a tie, the tying pilot who had the most points before the beginning of the last round will be the winner.

Organizers must state in advance the classes for which winners will be awarded. This must be stated in the sanction application, on the competition description in the USHPA calendar, and on the competition website. For example, a PG Competition that isn't specifically a sport class competition would be expected to publish results for, and recognize winners in, the following categories:

- Overall
- Sport Class (EN-C and below)
- Women
- Reynold's Class
- Master's Class

Note that in all USHPA sanctioned competitions pilots will only accumulate points based on the highest class of wing that they flew during the competition. So, for example, if a paragliding pilot flew a competition class wing for the first task and then switched to an EN-C wing for the rest of the tasks, they would only be scored in the overall ranking. Likewise, if the competition is designated as a "Nationals", the score they receive could only count towards their competition class National Champion score.

For any competition designated as a "Nationals", pilots will accumulate National Champion points based on the class of wing they flew regardless of whether the competition awarded winners for that category. For example, even though a paragliding competition might not publish results and award winners for the "B" category, anyone flying an EN-B wing for the entire competition will accumulate points towards their "B class" National Champion score.

3.3. NTSS Pilot Ranking

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

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

Pilots must be members of USHPA at the time of the competition in order to receive points. Also, pilots must list the USA as their country on their FAI Sporting license. Pilots cannot accumulate WPRS points for another country, and NTSS points for the USA, at the same time. If a pilot meets

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the criteria for flying for the USA and receiving NTSS points, they will not start accumulating NTSS points until the first competition where their FAI sporting license is from the USA and reported as so in the CIVL sporting license database. Simply listing USA as your country when registering for a competition is not sufficient. Retroactive additions or changes will not be made.

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

- No more than one meet result may be considered from the earliest 12 months of the 36-month window
- Any meet included from the earliest 12 months of the 36-month window is valued at 85% of its original value
- No more than two meet results may be considered from the earliest 24 months of the 36-month window
- No more than 2 meets outside of the US, Mexico, and Canada may be used
- All pilots who compete in sanctioned meets will receive competition points, except invitational meets* will not count.

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

Interim rankings are calculated on the first of each month, using the preceding 36 months as described above.

In order for the results of any meet to be considered in the NTSS USHPA ranking, a report of the meet results must be received by USHPA. For the competition to be included in the next month's ranking, the results must be received by USHPA at least seven calendar days before the first day of the month. So, for example, a competition received on 2/15 would be included in the March ranking update and a competition received on 2/27 would be included in the April update. This report must contain all information required for the ranking computations, and ideally the .fsdb file will be sent. The date a competition ends is the official scoring date for the meet. Assuming the necessary report has been submitted by the organizer in a timely manner, the rankings will automatically include the results of any USHPA Sanctioned Race-to-Goal meet. For a competition outside the USA (including ones in Canada and Mexico), the ranking will include a pilot's score if the competition is FAI Cat 2 sanctioned and if one or more of the pilots participating submit the results from the meet within one month (30 calendar days) of the end of the competition, or by December 31 of the year the competition took place, whichever is sooner. Results submitted by pilots later than 30 days after the end of a competition will not be accepted. Results should be submitted at <https://www.usHPA.org/page/competition-results-submit-for-ntss>

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

3.3.1. Validity

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

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

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

3.3.2. Participant Validity

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

US pilots competing in a USHPA sanctioned competition ranked 80th or higher, bring ranking points to the competition in accordance with the schedule below. A competing pilot is one who has duly registered and flown at least one competition day. The ranking that will be used to calculate how many points a pilot brings is the interim ranking for the month preceding the month the competition is held. Thus, for example, if a competition is held anytime in the month of June, the May 1 ranking will be used.

To allow for proper recognition of foreign pilots at US competitions, foreign pilots ranked WPRS 1200th, or higher, based on the most current WPRS rankings as shown on the FAI website (<http://civlrankings.fai.org>), bring ranking points according to the table below. Note: participant validity points for US pilots will be based on their USHPA interim ranking, not their WPRS ranking.

As per CIVL rules, a pilot is considered a foreign pilot until he has lived in the U.S. as an Immigration Service designated permanent resident for at least 3 years. Other foreign-born pilots living in the U.S. may be designated U.S. pilots by the Competition Committee on a case-by-case basis. In no case may a pilot accumulate NTSS ranking points for a competition while also accumulating WPRS points for another country.

USHPA pilot ranking	WPRS pilot ranking	Points brought
1 through 15	1 through 200	45
16 through 30	201 through 400	30
31 through 45	401 through 600	20
46 through 60	601 through 800	15
61 through 75	801 through 1000	10
76 through 80	1001 through 1200	5

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

Potential Ranking Points = Pilot's Total GAP Score X Winner's Points (less the 10% bonus for HG meets)
 Winner's Total GAP Score

3.3.3. Scored Validity

The GAP scoring system used in USHPA Race-to Goal competition takes the difficulty of the tasks, the number of pilots that complete the task, the distribution of pilot landings along the

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course line, flight time, etc. into consideration when computing the points for each round of competition. The winner of a task will receive up to maximum of 1000 points for each task. For the purposes of national rankings, a meet is considered fully valid if at least 3,600 task points for hang gliding and 2700 for paragliding were available to be distributed. For example, in a paragliding competition, if Pilot A wins task 1 and receives 990 points, Pilot B wins task 2 and receives 1000 points, and Pilot C wins task 3 and receives 980 points, then the scored validity points would be 2700. In this case the scored validity factor is 1 and all pilots will receive ranking points as described in the previous section. If a competition does not meet the minimum scored validity requirements above it is presumed to have been a less than ideal test of skill and the ranking points that a participant receives are proportionally reduced. The scored validity factor is calculated and applied as follows:

- Determine the scored validity factor for the competition by dividing the total of the maximum points distributed each day by 3,600 for a hang gliding meet or 2,700 for a paragliding meet.
- Note that if FTV is being used in a competition, then the scored validity points are determined before applying FTV. In other words, FTV is disregarded when adding up the maximum points available each day.
- Then, to determine the maximum ranking points that will be awarded to the winner, multiply the scored validity factor by the participant validity. Thus, in a competition with full participant validity (600) and a scored validity factor of 1, the winner will receive 600 ranking points.

3.3.4.Example Ranking Points Calculation

If the total of the maximum points distributed each day at a hang gliding competition that had 560 points from pilot validity was 2,951 GAP points out the 3600 required for full validity, then the validity factor would be $2,951/3,600 = 0.82$, and the maximum ranking points available would be $.82 * 560 = 459$.

3.4. National Champions

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

A pilot's National Champion ranking is based on his/her total NTSS points accumulated in their best two US "National Championship Event" competitions for the current year. Note that only "Nationals" events that include a particular class of wing will contribute points towards the National Champion score for that class of wing. For example, a Sport Class paragliding point, since it excludes 'D' and 'CCC' gliders would not count towards the Competition Class National Champion title. Titles will be awarded to the top pilot in each of the following classes as long as at least two pilots compete in the class at a National Championship Event (not necessarily two at the same event, two must be participating in the series):

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

Note: HG and PG will have separate national championship events.

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

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3.4.1. Master's Class

Master's class is a scoring category and National Champion category that includes pilots aged 50 and over (as of the first scheduled day of the competition), unless they have requested to not be part of the category.

3.4.2. Reynolds Class

Reynolds Class is a scoring and National Champion category that applies only to Paragliding and includes pilots whose all-up flying weight is 95kg or less. This weight can be verified by the Meet Director or other official at any time during the competition (on launch or in goal) and any pilot whose all-up weight exceeds 95kg will be removed from the category.

3.4.3. Women's Category

For purposes of determining gender, the Meet Director will go by whatever gender is stated on the pilot's government issued ID. If the pilot lists "non-Binary" or any gender other than "male" or "female", then the pilot will only be included in the "Open" category along with all other pilots.

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

3.5. National Team Selection

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

Pilots wishing to become team members must register for the competition at the competition website. Prior to the deadline for the event, the competition committee chair or CIVL delegate will send in the NAC approval form listing those registered pilots that meet the criteria specified in the competition local regulations. Once the first selection is made, at which point the number of slots initially allocated to the USA is known, the top 'n' pilots who registered, where 'n' corresponds to the slots allocated, will be notified and instructed on how to pay for their slot. If a pilot declines their slot or fails to pay in a timely manner, the slot is allocated to the next pilot in the ranking.

Registration fees of team members that drop-out within 60 days of the start of the competition or fail to show up for the competition will be refunded, or not, according to the rules in the local regulation. Pilots who register and cancel shortly before the competition without an unexpected, compelling reason (as determined by the competition committee) may be excluded from being selected for future Cat 1 competitions.

For all Cat 1 competitions, the ranking that will be used is the interim ranking in effect 90 days prior to the first scheduled task day of the competition. For example, for a competition where the first task day is anytime in the month of March, the December 1st NTSS ranking would be used. Interim rankings are always calculated as of the first day of each month. In situations where selection is starting prior to that date, the interim ranking as of the 1st day of the month that the USA form is due will be used. For example, if the USA form is due on Feb 15th and this is more than 90 days to the first task day, in this situation the Feb 1st ranking date will be used.

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Note that sometimes the number of pilots that the USA is allowed to send to a Cat 1 competition is greater than the number of pilots that can score for each country. For example, the USA may be allocated 5 + 1 slots, but each country may only have 3 + 1 pilots as their “scoring team” for the country. In this case, the scoring team is selected by straight NTSS ranking as of the same date used for the original selection. Pilots who do not score for the USA will still compete and score in the individual ranking. A pilot who is selected to be in the scoring team may decide that they prefer to pass their position in the scoring team, and in that case the scoring position falls to the next pilot in the selection, based on ranking. This decision must be voluntary and not coerced by the team leader or other team members.

3.5.1. Delegation Responsibilities

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

Team members are expected to:

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

The top five ranked pilots shall nominate a Team Leader as early as possible prior to the competition. The Team Leader can be a selected pilot, or someone brought in specifically for the job. The process is:

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

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

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

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3.5.1 National Team Member Code of Conduct

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

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

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

4. Competition Administration & Operation

4.1. Meet Organizer

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

4.2. Meet Director

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

- Running pilot meetings.
- Interpreting the rules, setting the daily schedule, overseeing the launch system and operation, appointing the committees, overseeing the scoring, overseeing the weather reports, organizing and directing all other officials, volunteers, and participants, ruling on disputes, etc.
- Working closely with the Meet Organizer prior to the start of the competition to ensure all organizational aspects are addressed.
- Working with the Meet Organizer during the competition to ensure a successful competition that meets the USHPA requirements set forth in the USHPA Sanction Rulebook and USHPA competition rulebook.

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- Taking the Pre-Competition Risk Assessment into consideration when fashioning the local rules and taking the Continuing Risk Assessment into consideration in running the competition as the competition progresses.
- The Meet Director may be the same individual as the Meet Organizer.
- The Meet Director, at his/her discretion, can also serve as the Safety Director, though this is highly discouraged, especially for larger competitions.
- The Meet Director CAN NOT be a participant in the competition.

4.3. Conflict of Interest

The Organizer or Meet Director must disclose any real or potentially perceived conflict of interest to the pilots. If they exist, they should be stated in the local rulebook and presented at the pilot briefing prior to the first task.

Potential conflicts of interest include but are not limited to:

- A pilot in the competition being related to any of the organizers or meet officials
- Any financial (personally or for the meet) agreements or relationships between the organizers or meet officials and any person or business that could have a bearing on the safety of the organization. As an example, if the organization is being compensated by a business or landowner to have goal placed at their location, this could cause undue encouragement by the official to have the task committee name that location as goal, even when the task committee might otherwise prefer a different goal because of weather conditions. So, in this example, it is useful for the task committee to be aware of this arrangement.

4.4. Safety Director

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

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

4.5. Special Requirements in Paraglider Towing Competitions

- Each pilot shall have a hook knife.
- Each tow operator and/or towing device shall have a hook knife accessible (ground-based towing).
- All operators of towing devices (not drivers) will possess a current Tow Tech Appointment.

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

4.6. Competition Registration

The following rules and guidelines are intended to ensure that all pilots have as fair a chance as possible to attend a competition, while also attempting to ensure that the competition validity is as high as possible. Note that deviation from the rules in this section are not allowed without the explicitly approval of the competition committee. Any desired deviations on registration procedures should be presented to the committee along with the sanction application.

4.6.1. Who may register?

USHPA members in good standing that possess any competition required ratings/special skills may not be excluded. Foreign pilots must have the IPPI equivalent of the required USHPA ratings and special skills to be eligible to register.

4.6.2. Method and Timing of Registration

Registration should be done online, via a publicly accessible web site. The registration site and registration dates should be supplied to USHPA no less than 1 month prior to the start of registration. The start of registration should be no less than 3 months prior to the event--the earlier the better. No registration spaces may be ear-marked, reserved or otherwise set aside prior to the open of registration, other than as provided in subsection 4.5.3, 4.5.4, and 4.5.6 below. The waiting list may not be started until all unreserved spaces are allocated

4.6.3. Reserved USA Spaces

For the first month of open registration 25 spaces should be reserved for the top 25 pilots in the USHPA NTSS as of the start of the registration. This is to attempt to ensure the highest validity as possible for the competition, which benefits all pilots. After the first 30 days of registration, the meet organizer must release these reserved spaces.

4.6.4. Reserved International Spaces

Per section 7 of the FAI sporting code, as a requirement of CAT II sanctioning, 25% of the spaces should be reserved for pilots flying for (accumulating WPRS points for) other nations. These spaces may be released according to the guidelines in Section 7.

4.6.5. Registration Priority

Spaces reserved for top NTSS pilots (section 4.5.3) are allocated on a first-paid-first-in basis. Reserved international spaces (section 4.5.4) are allocated based on WPRS ranking. All non-reserved spaces must be allocated on a first-paid-first-in basis.

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4.6.6. Wildcards

Competition organizers may reserve up to one space per 50 registered competitors to award as wildcards. These can be allocated at the discretion of the organizer. The intent is for the organizer to reward a pilot who has contributed significantly towards making this, or another competition, happen. If the organizer does want to utilize wildcards, they should state this when sending in the sanction application.

5. USHPA Competitor Code of Conduct

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

Competitors and their ground crews will maintain a standard of conduct that will not bring discredit upon their fellow competitors, the Meet Organizers and administrators, or the sport of hang gliding and paragliding in general. Competitors are required to act in a manner that will promote the continued good will and practice of hang gliding and paragliding in the area, including, but not limited to:

- Act in a sportsmanlike manner consistent with the spirit of fair play and responsible conduct and in accordance with the rules of the contest.
- All gates and property must be left as they are found.
- Care must be exercised when moving personnel and gliders across fence lines to prevent damage.
- Vehicles will only be driven on roads and at reasonable speeds.
- Land well clear of livestock.
- Do not land in crops. If landing in a cultivated field - hay, wheat, etc. - is unavoidable, the pilot must find the landowner, or landowner's representative, and request to pay for any resulting damage.

Failure to comply with the above code of conduct, or complaints from property owners/lease holders may result in penalties, including but not limited to expulsion from the competition. Competitors are responsible for the actions of their ground crew.