PARAGLIDING WORLD CUP ASSOCIATION
INTERNATIONAL COMPETITION RULES

PARAGLIDING
WORLD CUP

TOUR 2005

VERSION 11

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Contents

The ☜ symbol shows the main 2005 changes

1 PREAMBLE

These Rules are to be used in conjunction with the General Section and Section 7 of the FAI Sporting Code. Paragliding World Cup Rules takes precedence.

All pilots participating in a World Cup event accept these rules in their entirety.

All pilots fly under their own responsibility. All pilots accept without restriction to hold the Organizers, PWCA, its bodies and members harmless and waive all claims to compensation.

The purpose of the Paragliding World Cup is to provide sportive, fair, competitive and safe contest flying in order to determine the Paragliding World Cup Champions and to promote friendship among the international community.

The **CONTACT ADDRESS** for the PWCA is: ☞

Paragliding World Cup Office

364 route d'Annecy – 74210 MARLENS - FRANCE

Phone/ Fax: + 33 4 50 32 83 83

www.paraglidingworldcup.org - pwca@pwca.org

SUPPORTING MEMBERS

A partner can support the Paragliding World Cup Association by paying a minimum subscription defined by the PWCA Committee. Partners will be mentioned on the official ranking of a World Cup event, on the overall results and on backdrops, banners and the Paragliding World Cup Web Site. Other sponsoring opportunities are available.

Each pilot must become a member of the PWCA by paying a subscription fee of 30 euros

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2 GENERAL

2.1   Duration

A World Cup event consists of one registration and training day followed by 7 competition days.

The prize giving ceremony takes place on the night of the last competition day or sooner in case of task cancellations.

2.2   Number of Tasks for World Cup Ranking

For each event, the first 6 validated tasks scored on 1000 points, will count for the Paragliding World Cup overall ranking.

2.3   Participants ☞

A competing pilot must be qualified to meet the demands of an international paragliding competition.

If the competitor's country issues paraglider licenses, the pilot should hold a valid license or the stage 5 of the Parapro of the International Pilot Proficiency Identification of the FAI (or its equivalent).

If the competitor's country issues FAI Licences, the pilot shall hold a valid FAI Sporting License issued by his own NAC or by the FAI General Secretary (prospective members) in order to represent his country.

2.4   Insurance

All participants must have insurance cover (to include all hospital expenses, rescue and repatriation) or a similar personal accident insurance as well as a third part liability insurance with an insured limit of a minimum of 800.000 Euros or foreign currency equivalent.

2.5   Number of Participants

The maximum number of pilots participating is fixed at 125 pilots and up to 135 pilots for overbooking reasons, including 7 wildcards for the organizer and 3 for the PWCA. The applicants for the 3 PWCA wildcards must be submitted to the World Cup Office 2 months before the competition starts.

At least 10% of the places are reserved for women.

Places of pilots not showing up at the competition cannot be taken by other pilots. The World Cup Office in accordance with Appendix A will carry out the participant's selection.

2.6   Local regulations

Local regulations are the rules prepared by an organizer. They must not conflict with PWCA rules and be submitted for approval by the PWCA and the TD (Technical Delegate) at least 3 months before the event and will be published on the World Cup web site.

2.7   Gliders ☞

Pilots flying with a certified glider is not allowed to change anything on their glider (canopy, line, riser or speed system). The reference is the certification given by the manufacturer for the homologation.

Pilots flying with a prototype glider must bring at their first competition registration the following data, called "**Permit to Fly**" (template available on the World Cup Web Site), issued by the manufacturer, including :

- name and full address of the manufacturer
- name of the pilot allowed to fly the prototype glider
- serial number of the prototype glider
- expiry date of the document (maximum 6 months)

- line specifications including material and diameter for top, middle and bottom lines
- <u>CEN load test result</u> provided by official external test body (DHV, FFVL, FSVL) <u>*or*</u> load calculation showing a minimum resistance of 15G on bottom lines (Excel file available on the World Cup Web Site).
- manufacturer requirements for the glider maintenance (interval for changing the lines, weight range to fly, check interval, etc) <u>signed by the pilot</u>
- manufacturer agreement for the pilot to fly this prototype, <u>signed by manufacturer</u>.

It is the manufacturer's responsibility to choose which pilots are flying with his prototypes.

It is the pilot's responsibility to have all the needed and valid documents.

The prototype can be worked or improved between each event but the pilot is not allowed to make any modifications during the competition. If a modification has been done between 2 competitions a new updated "Permit to Fly" must be provided.

3 <u>PARAGLIDING WORLD CUP TASKS (see also §20)</u>

The tasks are :

- Race to goal,

- Elapsed Time (Speedrun),

- Free distance on an axis / in a sector,

4 <u>WORLD CUP RANKING AND WORLD CUP CHAMPIONS</u>

The final World Cup ranking will be counted by discarding 1/3 of the tasks.
That means that for every 3 tasks run, 2 will count towards the overall World Cup ranking (see below).

Task run	Discards	Task run	Discards	Task run	Discards	Task run	Discards	Task run	Discards
1	0	7	2	13	4	19	6	25	8
2	0	8	2	14	4	20	6	26	8
3	1	9	3	15	5	21	7	27	9
4	1	10	3	16	5	22	7	28	9
5	1	11	3	17	5	23	7	29	9
6	2	12	4	18	6	24	8	30	10

4.1 TROPHIES, MEDALS AND CERTIFICATES

The following prizes shall be awarded for all World Cup competitions and for the Overall World Cup Champions.

4.1.1 Trophies for the Overall World Cup Champions :

- Trophies for the <u>first 3 finishers in the overall World Cup ranking</u>, will be awarded by the World Cup Committee.
- Trophies for the first <u>3 female finishers in the overall World Cup ranking</u>, will be awarded by the World Cup Committee.

4.1.2 The official Paragliding World Cup Trophy

This trophy is awarded by the World Cup Committee to the World Cup Champion. The former and his team have the responsibility to bring the trophy to the next final.

Awards, material prizes, certificates, etc., for each event must be provided by the World Cup Organizer (see also § 29).

5 TEAM TROPHY

A team is composed of 3 pilots plus one possible additional female pilot. These pilots can change from one competition to another.

One pilot can only participate to one team.

The number of teams is limited to two per partner or manufacturer.

One team entry fee is 800 euros for the season or 150 euros per event. PWCA partner membership gives right to enter one team for free. The second team for PWCA partners is 400 Euros.

Unfilled teams can enter an additional pilot during a competition (eg : additional female pilot). Non-flying team pilots can be replaced. New pilots are only scoring from the day they enter. Teams composition must be submitted to the TA (Technical Advisor) before the task is flown.

Each team can be sponsored by one manufacturer and/or sponsor. Team names are chosen by the teams. Names can be adapted or changed during the season, changes must be submitted to the TA at the beginning of the event.

Team scoring will take into account the first 2 pilots in goal. The first team to have 2 pilots in goal will be first, etc. If no team has 2 pilots in goal, the first team to have 1 pilot in goal will be first.

If no team has any pilot in goal, the position in the ranking of the second pilot of each team will decide the team ranking.

A team price ceremony should take place after every task.

The overall team ranking will be the sum of points from 20 to 1.

The winning team in a task is receiving 20 pts. The last team is receiving 1.

-With 17 teams, the points curve from 1st to 16th, is :

20,17,15,13,12,11,10,9,8,7,6,5,4,3,2,1

-With less teams, the even numbers are deleted starting from 12, then 10,

then 8, then 6, etc...

e.g. with 13 teams : 20,17,15,13,11,9,7,6,5,4,3,2,1)

- With more teams the lower points numbers are doubled.

e.g. with 18 teams: 20,17,15,13,12,11,10,9,8,7,6,5,4,3,2,2,1,1)

Only the tasks validated for the World Cup overall are taken in account. The competition result is the sum of the validated tasks. The final World Cup team ranking will be counted by discarding 1/3 of the tasks.

The winning team will be awarded the **World Cup Best Team Trophy**.

6 BEST NATION TROPHY ☞

The 3 best results for each valid task, from <u>pilots representing the same nation</u> will contribute to the nations' ranking. The nation with most points of all valid tasks will be awarded the **World Cup Best Nation Trophy**.

7 REGISTRATION ☞

A pilot wishing to participate in a World Cup event must submit his registration directly to the World Cup Office. **The selection deadline is exactly 2 months before the event. Any pilot registering later will only be accepted at the end of the waiting list.**

A pilot can submit his registrations at the beginning of the season for all Paragliding World Cup competitions.

If a pilot was injured the previous year he has to show a medical certificate to the World Cup Office. In this case the World Cup Committee may take into account his results of the previous season.

To ensure to fill the Paragliding World Cup events, overbooking can be made by the World Cup Office if necessary.

ONLY REGISTERED PILOTS WILL BE ACCEPTED, EVEN IF THE COMPETITION DOES NOT HAVE 125 PILOTS REGISTERED !!!

Up to 60 days before the beginning of the event:	Registration of pilots
	• Pilots need to fill and send their entry and ranking form to the PWCA Office (using the form on the web site or by fax or mail)..
	• Within one week after sending this form, the PWCA Office should have sent an email to confirm the registration.
	• If no confirmation is received by the pilot, he must contact the PWCA Office to make sure his form has been received.
60 days before the beginning of the event:	Selection deadline for all pilots
	• Confirmation of selection will be sent by email to each pilot 60 days before each competition.
	• A selected pilot must then pay his Entry fee of 195 euros to the World Cup Office within 5 days.
	If a selected pilot has given his Credit Card number with the authorization to charge it to the World Cup Office and if he doesn't inform of his non-participation, his CC will automatically be charged to pay his Entry fee. If a selected pilot didn't give any Credit Card number, he has to send a payment of the Entry fee within 5 days following his selection.
	When the selected pilot has paid his Entry fee, he is considered as a registered pilot.
	• On the PWCA web site, it will be published a selection list including : registered pilots – pilots in instance of payment – Waiting list. (Female pilots, male pilots and wildcards)
55 days before the beginning of the event.	Payment deadline
	• Pilots who have not paid their Entry fee by this date are removed from the selection list.
	• The list will be filled up with the best-ranked pilots on the waiting list. Those pilots have 5 days to send their payment to the World Cup Office.
	• If necessary, this procedure is extended as many time as necessary until the entry list is filled up.

7.1 Cancellation of a registration ☜

Any pilot who has paid his Entry fee and who doesn't come to the competition, without informing, in writing, the World Cup Office at least 5 weeks before the competition starts, will not be reimbursed.

Any reimbursement requested by a pilot will be considered by the World Cup Committee with in any case a minimal deduction of 20 euros and **no more than 50% will be reimbursed if cancellation is received by the PWCA Office less than one month before the event.**

Pilots canceling their registration too late to be replaced will not be reimbursed.

Circumstances beyond the pilot's control will be considered by the World Cup Committee

8 ENTRY FEE ☜

The Entry fee covers, but is not limited to :

1. Transport to all flying sites.
2. Retrieval on main roads.
3. A map of the area with all necessary documentation.
4. GPS co-ordinates of turn points (to be loaded in the GPS)
5. GPS checking and task scoring
6. Emergency rescue and first aid medical service ☜

The Entry fee is 195 euros per event.

9 CONTEST NUMBER

Numbers are accorded by the World Cup Office free of charge after the payment of the PWCA membership fee. From 1 to 100, the numbers depends on the position of the pilot in the World Cup overall ranking of the previous season.

Each glider must be equipped with a competition number which is black, vertical height **500 mm and 50 mm thick**, one fixed in the center of the lower surface near the leading edge,. Only the TD can allow a number of a different color & size or fixed in another place.

10 WORLD CUP SPONSORS EQUIPMENT

The World Cup may provides logos or equipment (like Speed arms, number, stickers or something else) to promote World Cup sponsors or the Paragliding World Cup itself.

In this case it is compulsory to wear this equipment, without covering these logos on purpose.

This equipment is accorded by the World Cup Office, free of charge for the first time after payment of the PWCA membership fee.

11 LANGUAGE

The official language of all World Cup events is <u>English</u>.

12 TASK COMMITTEE

The Task Committee consists in :

- The Meet Director (MD)

- Two pilots' representatives elected from different nations.

- The Technical Delegate (TD).

The task committee will decide the task all together. It is the responsibility of the task committee to inform themselves as fully as possible of the issues affecting all safety elements during the task.

12.1 Duties of the Task Committee

The duties of the Task Committee are :

- To choose proposed flying sites and takeoff areas according to meteorological, technical and sportive criteria.

- To choose the daily task.

- To define the validation distance for each task.

12.2 Meet Director

The Meet Director's first prerogative is to propose the task. He must be perfectly familiar with the flying conditions at the competition site. He may be assisted by one or more experienced people (on the ground and in the air) to, among other things, supervise the task.

If the Meet Director is not available, the TD can replace him.

13 BRIEFINGS

All briefings must be in <u>English only</u>.

13.1 General Briefing

All competitors should be present at the general briefing which will take place upon request of the Organizer. The main information of this briefing must also be displayed in English on the official board.

13.2   Task Briefing

The task briefing will be held at the takeoff area. <u>All technical data specified during this briefing is displayed on the briefing board</u>. Provisional tasks must be displayed as soon as possible.

There must be at least 20 minutes between task briefing and the window opening. If there is another briefing, the 20 minutes can be reduced.

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

14 <u>DISPLAY OF RESULTS</u>

A provisional results list must be put on the official result board as soon as possible. Small errors are to be submitted for correction as soon as possible to the TD or TA.

The results default timing is :

- **Within 2 hours after the end of the run report** : Display of the <u>provisional</u> results.
- **8h00 - 10h00 AM** : Written Complaints (in English) handed to MD, TD or TA

This default timetable can be adjusted by each organizer.

The <u>official</u> task & competition results are displayed when all complaints have been dealt with.

The minimal delay for complaints must be at least 30 minutes on the last competition day.

15 <u>COMPLAINTS, PROTESTS AND APPEALS</u>

Any pilot enrolled in the competition can make a complaint. Complaints must be written in English and must be handed to the **Meet Director, the TD or the TA**. It has to be made within the fixed timetable after the announcement of the provisional results. The Meet Director will deal with the complaint.

If the complainant is not satisfied with the outcome, he has the right to protest. Such a protest must be made in writing (in English) and be handed to the TD with a protest fee of 60 euros or equivalence in local currency within 2 hours (or at least 30 minutes for the last task) if adjusted by the organizer) of the announcement of the decision regarding the complaint. The Jury's decision has to be displayed on the official information board.

The jury may decide to refund the protest fee.

16 JURY

The Jury will be composed by all World Cup Committee members present at the competition, except the ones involved in the protest. The jury does not include the President.

16.1   Appeal

Any registered pilot can make an appeal concerning any jury decision.

The appeal must be made in writing in English, within one week , together with the 120 euros appeal fee and accompanied by the necessary documents.

It has to be addressed to the TD or to the World Cup Office and will be dealt with by the Appeal Committee during the next committee meeting.

The Appeal committee may decide to refund the appel fee .

16.1.1   Treatment of appeal

If the World Cup Committee decides that an appeal should proceed, it will organize a CONTROL and DISCIPLINARY COMMITTEE (CDC).

The Appeal Committee will consist of the World Cup President and at least 2 members appointed by the World Cup Committee, none of them being from the parties involved.

16.1.2   Hearing

All interested parties may be present at the hearing. They must be given notice of the appeal in good time and shall have the right to call witnesses, their absence shall not hold up

16.1.3 *Penalty and decision*

The Appeal Committee has the full power concerning the final decision.

It has the following powers :

- To change ranking lists in case of obvious errors.
- To invalidate a task for Paragliding World Cup ranking in case of severe infringement of World Cup rules.
- To change a jury decision in case of an appeal lodged against a jury decision as well as making a decision in case of jury failure.
- To decide on refunding any of the deposit and the apportionment of the costs of the appeal.

17 FLYING AND SAFETY REGULATIONS

17.1   Compliance with the law

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

17.2   Flight Limitations

Each glider shall be flown within the limitations of its Certification (for certified gliders) or Permit to Fly (for prototype gliders). Any maneuver hazardous to other competitors or third parties is prohibited.

17.3   Damage to a Competing Glider ☞

Any major damage must be reported to the Meet 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 Meet Director to replace the glider due to damage, loss or theft beyond the control of the competitor, it may be replaced **if agreed by the TD**. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

17.4   Protective Equipment

Every competitor **must** wear a protective helmet and carry an emergency parachute during all flights.

17.5   Fitness

A pilot may not fly unless he is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying.

17.6   Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with, international collision avoidance regulations obeyed and proper look-out be 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.

A competitor involved in a collision in the air must not continue the flight if the structural integrity of the glider is in doubt.

17.7   Cloud Flying

Cloud flying is prohibited.

Cloud flying is defined as any part of the glider or the pilot disappearing from the view of a pilot close to him.

For safety reasons, including collective cloud flying, the MD and/or the TD may cancel or stop the task while it is running.

17.8   Ballast

A competing glider may carry jetisonable ballast only in the form of fine sand or water. A competitor must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

The total ballast, including all flight equipment and the glider, must not exceed **33kg** in addition to the pilot's weight. The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.

17.9   External Aid to Competitors

Any external help in navigation or thermal location is prohibited. This is to ensure as far as possible that the competition is between individual competitors, neither helped nor controlled by external aids.

17.10   Communication Equipment

Radios are mandatory and must be used for safety purpose only.

All pilot radios must be **tuned on the safety frequency**.

Voice activated microphones (VOX operated) are prohibited.

17.11   GPS and Films ☞

GPS is the only evidence in Paragliding World Cup events.

All pilots must be equipped with at least one GPS (**with altitude recording capability**). Only some specific models are accepted (see 22.10).

It is the pilot's responsibility to have at least one working GPS and to set it up with the right parameters.

Pilots must bring their GPS to report back after each task in order to download their tracks and data.

A maximum of 2 GPS will be checked for pilots reaching goal with no other problem in their recorded tracklog.

Pictures can still be used in some particular areas where poor GPS coverage is known.

This will be announced by the World Cup Office before the beginning of the event. In case of using films, standard photo rules will be used.

Those specific rules can be found in PHOTO USED AS EVIDENCE in the 2003 Rulebook.

18 TAKEOFF

The organization assumes that all registered pilots will fly each task. **If the pilot decides not to fly, he must notify the organizer before the mandatory safety report back deadline.** Failure to do so may result in a pilot penalty defined at § 23.1.

18.1   Access to the Takeoff Area

The exact takeoff procedure for each event will be announced at the briefing and will be displayed on the information board.

18.1.1   Access Conditions for Top Pilots

The top 15 male and top 3 female pilots of the current World Cup Ranking and the top 5 pilots of the event have priority at takeoff.

18.2   Open Window

Opening time of the window and window extension time (by default 30 minutes) are announced at the task briefing and displayed on the official briefing board.

18.3   Window Extension

If, for safety reasons, the Meet Director considers that conditions have become dangerous, he may interrupt the task and close the window. The window will then be extended by the time the task was interrupted without, however, exceeding the deadline for window extension.

18.4   Restart

In the case of a major problem forcing re-landing immediately after start, a pilot may ask permission from the Meet Director to take off again. The Meet Director has to make the decision immediately. The pilot's takeoff time remains, in any case, the one of his first start.

18.5   Types of Start using GPS

Definition of a GPS start line :

• A GPS start line is a virtual cylinder that the pilot must cross.

- There is no physical reference on the ground.

Four types of starts can be used :

- **Individual start from the ground after opening of the window** : The departure time can be recorded by marshals when the pilot leaves the ground. It can also be judged using the GPS time : when the pilot crosses the GPS start line. In this second case, the departure time will be considered when the pilot crosses the GPS start line for the <u>first time.</u> The GPS start line must be placed so that the pilot automatically crosses it when taking off. Note that pilot needs to turn on their GPS early enough to store a least four points at take off immediately before they leave the ground. (just turn your GPS on at least two minutes before taking off). If there is no valid recording of the pilot start time, the window opening time will be applied to him.

- **Individual start in the air** : Pilots departure time is calculated from the <u>last time</u> the pilot crossed the cylinder radius. Start sector can be a large cylinder around the next TP. (e.g. take off is at 10km from TP1. Departure time is measured when pilots are <u>entering</u> inside a 9km radius cylinder around the TP1). If there is no valid recording of the pilot start time, the window opening time will be applied to him.
  Start sector can also be a small radius cylinder (by default 400m) around a start co-ordinate. In this second case time is measured when the pilot is <u>leaving</u> the cylinder.

- **Simultaneous start in the air** at a fixed time : Start sectors are the same as in "individual starts in the air". But as start is now simultaneous, pilots need to cross the cylinder limit after or at least at the opening time.. The departure time of each pilot will be the start opening time.

- **Simultaneous start from the ground at a fixed time**.

All data's concerning the start definition will be announced during task briefing.

18.6   <u>Start time limits</u>

For individual starts, start time limits (opening and closing) can be set..

19 <u>LANDING</u>

During a task, touch and go and take-off after landing are forbidden.

All pilots must pack their glider immediately after landing. A glider lying open on the ground means "I need help (see §25).

19.1   <u>Goal Deadline</u> ☜

If necessary a goal deadline can be announced at the task briefing. Pilots who land in goal after the deadline do not score time points.

19.2   Mandatory Safety Report Back

A pilot must report back to the Organizer as soon as possible after landing. This is best done over the telephone or, if possible, on a given radio frequency. **Pilots must report back AS SOON AS POSSIBLE (usually within half an hour after landing)** to avoid unnecessary searches and rescue operations. Pilots who do not respect this rule could be disqualified for the event.

19.3   Task & Landing Deadline ☞

If necessary, a task deadline can be set. The pilot's best position will be taken for scoring at the task deadline.

A landing deadline may be set after this last scoring time for safety or organizational reasons.

19.4   GPS Control Deadline

GPS control is mandatory for all pilots flying the task.

Each pilot must do it as SOON AS POSSIBLE.

Pilots coming for control after the deadline may not be scored for the task.

20 TASKS

20.1   Race to Goal

The aim is to be first in goal. Start time and course are identical for all pilots.

20.2   Elapsed time (formerly "speedrun")

The aim is to fly the distance in the shortest time. The course is the same for all pilots. Start time is individual.

20.3   Free Distance on an Axis / in a Sector

The aim is to fly the longest distance. The Meet Director can sets limits. The course can start with one or several turnpoints. Distance is measured and rounded up to 0.1 km. Score will be calculated pro rata of the distance achieved by the pilot flying furthest. Distances are calculated radially from takeoff or last turnpoint for "free distance in a sector", and by perpendicular projection for "free distance on an axis" on the last leg.

21 TURNPOINTS, SECTORS AND GOAL LINE USING GPS

21.1   Turn points

All turn points are the GPS co-ordinates provided by the TA. The list of turn point co-ordinates must be downloaded at the beginning of the event from the TA computer. Organizers can change or add co-ordinates during the event. In this case the changes will be announced at the task briefing. Most of the time, TP co-ordinates will be measured on real distinguishable features on the ground that are recognizable from a great distance and preferably also at low altitude.

The official map datum (geodesic system) is WGS84 and position format is UTM. For safety reason, pilots must set their GPS on WGS84 and UTM to be able to provide any coordinates in the right format at anytime and to avoid common mistake on GPS coordinates, and to guarantee the correctness of the downloaded coordinates and recorded tracklogs. It also avoids mistakes when manually entering a new co-ordinate in a GPS.

21.2   Sectors

Turn points sectors are cylinders around the GPS coordinates supplied by the organizers.

Cylinder are used also as start sector. Depending on the start system, sector can be inside or outside the cylinder.

Start cylinders radius are part of the task setting.

Turnpoint radius is 400m. By default, start radius is 400m

21.3   Goal, virtual and physical lines ☜

The virtual line is 200m long each side of the GPS goal coordinates and perpendicular to the previous turn-point.

If present, a physical line must be at least 50 m long and 1 m wide and the center of this physical line will be the official goal coordinates.

The physical line must match as close as possible the virtual line and should not be further.

Two kinds of arrival are possible : with or without a physical line.

Organizers should use physical finish line as often as possible for several reasons (safety, accuracy, public, media).

Goal procedure : When the pilot reaches goal, their time is stored by the GPS when they cross the virtual line. When a goal marshal and a physical line are present, the pilot needs to fly over the physical line (or at least land on it).

Goal time: In Race to Goal tasks and when the physical line is displayed on the ground and goal marshal is present, goal times are measured by the goal marshal for the 10 first pilots. Goal marshal times will be used only to update arrival order in case of GPS time error leading to wrong arrival order. In all other cases (no physical line, no goal marshal, non Race To Goal tasks, other pilots) the goal time will be measured only using the GPS.

22 TASK EVIDENCE

22.1 Source

Data will only be collected directly from a GPS. Tracklog data are private (pilot personal property). They may be used for media works. No copies of files, or files from any other source will be accepted as evidence for a flight. Only **valid GPS data** will be considered as true evidence. Data may also be collected from dataloggers, but in such case, a GPS may also be requested to verify datalogger's data validity.

22.2 Valid GPS data ☞

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

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after the track-log points or a couple of points used to verify a turn-point.

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after a start.

- The track log must have valid and consistent time stamps **as well as altitude recording**.

- A **continuous track-log** is one where each consecutive point is **20 seconds** or less from its predecessor.

GPS data's are verified following some Checking criteria

22.3 GPS Software

GPS data are checked using the CheckIn software.

The software is able to check positions in relation with times.

All calculations concerning departure and arrival time are calculated doing an extrapolation and interpolation from the previous and the next stored points.

The software is also able to check :

- Departure time during starts.
- Cylinders sectors crossing at air starts and turn points.
- Landing place.
- Time at arrivals,
- The best position reached by the pilot during the flight.
- Best positions at a fixed time (stopping of the task in the air).

22.4   GPS Checking criteria

For any GPS start line and for each turn point claimed (the turn-point is the GPS co-ordinate supplied by the organizer), the track-log must show one of the following :

- A point inside the cylinder sector.
- A pair of points for which a straight line drawn from the one point to the next or previous continuous tracklog point passes through the cylinder sector.

Forgeable marked way points (mark + enter on Garmin GPS for example) are not considered as trajectory evidences but only as performance declarations.

A tolerance of 0.5% is applied on distance calculations to work around distance display errors on some GPS models.

A time tolerance of 5s will also be applied on start times for Race to Goal tasks.

22.5   Best position

Pilots will score their best position reached in the task. It can be the landing place or a better position flown in the air.

If the pilot flew further before landing, his best ahead position will be automatically scanned from his track log.

22.6   Mandatory Track log

In some particular cases where forbidden or dangerous areas are existing, the Meet Director can ask the pilots to provide a continuous track log that shows that they didn't flew into the unauthorized area. In such case, the whole flight must be recorded with a continuous tracklog (see 22.1).

22.7   Pilot's responsibility and management of the GPS

- Pilots can have multiple GPS and dataloggers.
- Pilots needs to set their GPS and datalogger on the right parameter to record their flight.
- Pilots may need to erase their previous track before every new task.
- Pilots will support all the sportive consequences if they forgot to do so.

- GPS or datalogger failure (software or hardware) belongs to the pilot responsibility.
- The pilot certifies that he gives back his own track log. The organization may cross check several track logs.

Because of the ground speed, and because of a too small storing interval, pilots can be declared out of sector even if they have reached the sector. It's up to the pilot to guarantee that a track recording is done inside the right area.

To avoid such problems, pilots should :

- Use a GPS that correctly deals with turnpoint cylinders
- Use multiple GPS and/or datalogger.
- Use a small enough storing interval.

22.8 GPS at landing

If a pilot lands somewhere else than at goal, he needs to record his landing place to make his declaration :

- Using Garmin and MLR models, marked point must be stored by using "Mark + Enter" function (and NOT "goto + goto" function). The last marked point must NEVER be renamed.
- **GPS and dataloggers must be switched off or have their tracklog recording set to "off".**
- Those actions must be done IMMEDIATELY AFTER LANDING AND BEFORE ANY MOVEMENT ON THE GROUND.

ON THE GPS CONTROL THE LAST STORED MARKED POINT IN THE GPS MEMORY IS CONSIDERED AS THE LANDING POSITION.

Do not switch your GPS on before GPS control. In case of a second flight, it is the pilot responsibility to make sure he is not recording additional data in his GPS. If not doing so, his first (and official) flight data may not be usable. ☞

22.9 Specific use of the GPS in Distance with GPS points

In this task pilots use their GPS and stored marked points to declare their performance.

Using Garmin and MLR models : all non renamed previous marked way points must be erased from the memory before the beginning of the task. The declared performance will be computed using the non renamed marked points (001, 002, 003 on Garmin... or *VL001, *VL002 on MLR, etc). As usual, if pilot does not reach goal, the last marked point will be considered to be his landing place.

22.10   GPS models ☞

Because of technical (limitations in accuracy or tracklog recording) and practical reasons (special cable or protocol), only some particular GPS models **and software versions** suits the Paragliding World Cup GPS control protocol.
The updated official list of accepted and non accepted GPS models is available on the PWCA site : http://www.paraglidingworldcup.org/

The PWCA keep the right to add new models in this list during the season.

As an advice, here is the GPS list at the time of this rules update :

Recommended models:

- Garmin models with altitude recording and fixed tracklog recording interval
- Aircotec - Top Navigator (with Year 2000 upgrade), XC Trainer
- MLR SP24xc (free flight edition)
- MLR protocole compatible dataloggers (for example RUAG Dataloggers)
- IQ Compeo and compatible Vario/GPS combos

Non-Accepted model for 2005 season (but may be considered as backup) :

- Older Garmin models (like the 12 serie, 48, 90, 90xl, II+, III).
- Garmin 38, 40, 45, II, eTrex 'basic" models and eMap
- **All other GPS not complying with Garmin, MLR , Top Navigator or Compeo standard protocols.** ☞

Pilots are asked to limit the number of track-log points recorded by their GPS to avoid long downloads and waiting during GPS control. ☞

23 INCORRECT GPS TRACK-LOG PENALTIES

Start point incorrect/missing	zero scored for the task
Track log missing or non continuous tracklog when required (see Mandatory Track log)	zero scored for the task
Turn points incorrect/missing	distance points to best correct documented point only granted

23.1   Various Penalties

Failure to report back after a task	zero scored for the task up to disqualification
Failure to wear official sponsor logos or equipment	Up to 100 points penalty per task

23.2   Penalty for Cloud Flying

Penalty for cloud flying	zero scored for the task up to disqualification

23.3   Penalty for exceeding ballast

Pilots carrying ballast in excess of 33 Kg (without tolerance)	Pilot will be disqualified for the current event

23.4   Penalty/Bonus Points

All penalty/bonus points other than those described above are calculated as an addition/subtraction of competition points.

24 VALIDATION OF A TASK

24.1   Task validation

The task is valid when :

- at least one pilot must fly above the validation distance (see below),

and

- the window is opened for more than 30 seconds per enrolled competitor and per simultaneous possibility of take off (decided by the Task Committee).

Enrolled competitor means all originally enrolled less those disqualified or officially withdrawn from the competition.

24.2   Validation distance

The validation distance is defined by the Task Committee and is announced at each task briefing.

When 20 or more pilots are flying above the validation distance, the task is scored on 1000 points and counts for the World Cup overall ranking.

When less than 20 pilots are flying above the validation distance, the task is scored on : number of pilots above validation distance x 50 points.

24.3   CANCELLATION or STOPPING OF A TASK

The Meet Director and/or the Technical Delegate can cancel or stop a task if the weather becomes hazardous or other conditions which could endanger the safety of pilots while it is still running. Cancellation or immediate stopping is announced on the safety frequency and by other means stated in the local regulations.

After the last landing time a task can only be cancelled by a jury decision. The TD and/or the MD can ask for a jury decision on the validation of a task.

In case of Elapsed Time, the task is cancelled.

In case of Race to Goal : if at least one pilot has reached goal, the task is scored, otherwise it is cancelled.

A complaint can be made to ask for task cancellation.

25 ASSISTANCE TO A PILOT IN DANGER

All pilots must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!"

A pilot witnessing any kind of accident must try to inform the organizer as soon as possible on the safety frequency.

Calling procedure : "MAYDAY, MAYDAY, MAYDAY". Give details of :

• nature and location of the accident;

• position of the victim (if possible GPS coordinates in WGS84/UTM)

• name of pilot reporting the accident;

• description of pilot's glider in trouble.

A pilot rescuing an injured pilot may be granted a compensation at the discretion of the Meet Director, depending on the rescue and the evaluated lost of points. (See RESCUE ACTIONS IN COMPETITIONS.).

26 PILOT RANKING LIST

The Organizer publish a ranking list of all competing pilots. The result sheet must show:

• Name of pilot and nationality, Brand and/or name of glider, Team and sponsors

• Duration of flight and distance flown.

• Takeoff time and finish time for elapsed time race, race to goal or speed run and distance with GPS points.

• Sum of points awarded.

27 SCORING

Calculation has to be made with the PWCA scoring formula (see c)

28 OFFICIAL PUBLICATION OF WORLD CUP RANKING

The World Cup Ranking list will be officially published at the end of each World Cup event.

In the interest of the competition, an unofficial list may be displayed after each validated task.

29 PRIZE MONEY

Prize money at each competition must be given at least to the top 3 pilots and the top 3 female pilots. 30% of the total prize-money is given to the top 3 female pilots and 70% to the top 3 pilots. The minimum total amount for prize-money is 2000 Euros.

It is mandatory for World Cup pilots to be present at the prize giving ceremony if they achieve a position for which prize money is to be awarded. Pilots who do not respect this rule will loose the right to receive prize money. Prize money can be awarded to more pilots.

The table below is an example with a prize money of 4000 euros :

Ranking	Overall (in Euros)	Women (in Euros)	
1st	1400	600	50%
2nd	840	360	30%
3rd	560	240	20%

A. SELECTION OF PARTICIPANTS ☞

The World Cup Office will select participants according to their two best results from previous competitions agreed by the World Cup office as shown in Nation Class Table (see below)..

Participants will be selected by comparing two letters (see Qualification Letter Table below).

In case of a tie, the precedence is given to the pilots who have not participated at Paragliding World Cups in the previous year. In case of a second tie, the precedence is given to the youngest pilot.

Women are selected using their results in overall rankings.

The results of the **current season** are not accepted for selection except Paragliding World Cup competition results on pilot request.

⇒ Each country is entitled to declare a maximum of 2 results sheets. National championship and national league results take precedence on other competitions.

⇒ In case the National Championships couldn't have taken place, the World Cup Office will take into account the results of the previous year devaluated of one class.

⇒ One competition can only be used once for selection. For example, when a competition is at the same time an Open and a national Championship, a pilot can benefit of his best result only either from the Open or from the national Championship.

⇒ In case a National Championship is divided in several open competitions flown in a foreign country and with at least 10% of foreign pilots, open results of each event are taken into account for these foreign pilots. For national pilot, only the overall Championships result is taken into account. (Eg: British Championship)

⇒In case an open competition is including several National Championships (Ex: Nordic open), the class of this open is the one of the best classed country using it as its National Championship.

⇒**If a pilot is not able to provide a competition result for selection, he cannot participate unless he is granted an organizer or PWCA wildcard.**

⇒Pilots having a ranking under the letter "N" will get an "X". Those pilots will be selected after all other pilots.

⇒Pilots registering after the deadline will be placed at the end of the waiting list, but before pilots with qualification letter "X".

⇒The 40th best overall pilots and the top 6 female pilots of the previous tour are always qualified but need to register as all other pilots within the official deadlines.

Results are then graded as follows : ☞

Class	Ranking																	
	1	2	3	4-5	6-7	8-10	11-15	16-20	21-25	26-30	31-35	36-40	41-50	51-60	61-70	71-80	81-90
1	A	A	A	A	A	A	A	A	A	A	A	A	J	K	L	M	N
2	A	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	_
3	A	A	B	C	D	E	F	G	H	I	J	K	L	M	N	_	_
4	A	B	C	D	E	F	G	H	I	J	K	L	M	N	_	_	_
5	B	C	D	E	F	G	H	I	J	K	L	M	N	_	_	_	_
6	C	D	E	F	G	H	I	J	K	L	M	N	_	_	_	_	_
7	D	E	F	G	H	I	J	K	L	M	N	_	_	_	_	_	_

Qualification Letter Table

The competition results are classed as follows for 2005 qualifications :

Class 1	Class 2
World Cup Overall ranking 2004 World Cup Champion (any year)	European and Asian Championships 2004 World Championship 2005 - Brazil World Cup Overall ranking 2003 World Cup Events 2004 - 2005 2004 League & Championships • AUSTRIA • SWITZERLAND • JAPAN • ITALY • FRANCE • CZECH REP. • GERMANY
Class 3 World Championship 2003 – Portugal World Cup Events 2003 2004 League & Championships • BRAZIL • U.K. • PORTUGAL • SWEDEN • USA • KOREA • SPAIN	**Class 4** Pre-World Cups 2004 2004 League & Championships • MEXICO • SOUTH AFRICA • AUSTRALIA • POLAND • RUSSIA • NORWAY • TURKEY • BELGIUM
Class 5 2003 League & Championships • BULGARIA • DENMARK • INDIA • HUNGARY • NEW ZEALAND • GREECE	**Class 6** 2003 League & Championships • SLOVENIA • CANADA • CROATIA • ISRAEL • COLOMBIA • VENEZUELA • FINLAND • NETHERLANDS • YUGOSLAVIA • MACEDONIA • SLOVAKIA

Class 7 : any other country

Nation Class Table

B. GPS ADVICES ☞

Pilots will support all the sportive consequences if they do not follow these advices.

a) All models ☞

Be sure to set your equipment on WGS84 and UTM to avoid any error in the transferred data (waypoints or tracklog).

It's to the interest of the pilot to set his track log recording correctly. The more points will be recorded during the flight, the more the flight verification will be accurate. At the same time, the entire flight from the start area (Take off; TPO or start) to the landing should be recorded.

On the other side, for slow transfer equipments (like Garmin models), it is asked to limit the number of points recorded to a maximum of 2000. ☞

If your GPS does not record at least one point when you were in the sector (because the interval was too big), you may be declared "out" at GPS control.

The decision on how to set the recording interval is the responsibility of the pilot.

b) Garmin GPS :

Feed your GPS with the official turn point list <u>directly from the TA computer</u>.

If not already present, create a special way point starting with a dash ("-") and ending your pilot number, Example: Pilot #26 -> Way point : - 26.

The "pilot waypoint" is only needed in Garmin models.

<u>Caution</u> : if you transfer the turnpoints from a GPS to another after having entered your pilot number using a "dash" point, these points must be renamed according to the number of the other pilot.

Set the track log recording mode on "wrap" *(this will guarantee you to record the end of the flight (because recordings that exceed the capacity of your GPS memory are erasing the beginning of the flight).*

Set the track log time interval on the best setting you expect for the task but avoid very short intervals (under 5s) to speed up tracklog downloads.

<u>Before every task</u>, **clear your track log**, and marked way points and set the tracklog recording to "on".

<u>Just after landing</u>, mark the co-ordinate of your landing place (using MARK + ENTER only) and **set tracklog recording to OFF** (to avoid your retrieval to be recorded) and switch off your GPS.

Do not turn on your GPS again before GPS control.

Do not mark any other waypoint in your GPS before GPS control.

Right before GPS control, switch your GPS on, do not put it in "Simulator" mode, remove the plug cover and make sure it is set on GRMN/GRMN protocol.

c)   MLR SP24XC "Free Flight":

Make sure your GPS is set on WGS84 and UTM before doing any transfer of waypoint, otherwise the coordinates will be wrong in your GPS.

Feed your GPS with the official turn point list directly from the TA computer.

Set the track log time interval on 10s (avoid shorter intervals to speed up tracklog downloads).

Before every task, clear your track log.

Just after landing, mark the co-ordinate of your landing place (using MARK + ENTER only) and switch off your GPS.

Do not turn on your GPS again before GPS control.

Do not mark any other waypoint in your GPS before GPS control.

Right before GPS control, switch your GPS on, make sure your serial port is "active" (it is useless to put it "inactive" as it doesn't save battery like it has been said), remove the plug cover.

d)   Top Navigator

Feed your GPS with the official turn point list directly from the TA computer.

Just after landing, switch off your GPS.

Right before GPS control, switch your GPS on and go on the download screen of your day's flight.

e)   Other models

For Garmin or MLR protocol compatible models (like Dataloggers), make sure all your equipments are set on WGS84 and UTM to avoid bad track log recordings.

If you use a special cable, bring it with you at GPS control.

C. SCORING AND MEASUREMENT

a)   Measurement of Distances

Distance is calculated by the GPS flight verification program. All distances are measured via correctly controlled turn points and are rounded up to the next 100 m.

The formula used for distance calculation is the FAI Spherical formula with an earth radius of 6371km.

The scoring distance is the sum of the legs of the course completed in the designated order. An uncompleted leg is the length of that leg less the distance between the landing place and the next turnpoint or goal, with the provision that any subtracted distance cannot be greater than that to the last correctly rounded turnpoint or start point.

Distance is measured from the take off to the landing point.

b)   Measurement of Time

Time is measured in hours, minutes and seconds.

c)   Scoring Formula

Timepoints are limited to 500 points

It means that pilots reaching goal will always score at least 500 points.

$$Timepoints = min(PilotsInGoal / PilotsInCompetition \times 1000 ; 500)$$

$$Tp = Timepoints \bullet \exp\left\{n \bullet \frac{Twinner - t}{Twinner}\right\} - Ptlin \bullet \frac{t - Twinner}{Tlast - Twinner + \varepsilon}$$

$$Ptlin = Timepoints \bullet Flin \bullet \exp\left\{n \bullet \frac{Twinner - Tlast}{Twinner}\right\}$$

$$Dp = \frac{Max(Distanceflown; minD)}{Min(DistanceTask; Distancewinner)} \bullet (1000 - Tp)$$

$$Points = Tp + Dp$$

Where :

Tp	the time points of the pilot.
Dp	the distance points of the pilot.
Points	the total points of the pilot.
Timepoints	the total time points attributed.

Twinner   the time used by the winner of the task.

Distancewinner   the distance flown by the winner of the task.

t   the time used by the pilot.

Tlast   the time used by the last pilot in Goal.

Distanceflown   the distance flown by the pilot.

minD   a distance attributed to any pilot,

in order to prevent "gliding competitions" this distance is set for each takeoff by the TD. Suggested is ten times the height difference from the official takeoff to the closest landing.

Constants :

n = 5

E The smallest available number in order to prevent division by zero in case only one pilot reaches goal. Should not be bigger than 1 second.

Flin = 0.5

The winner of the task is the pilot who flies the shortest time in a task, or the pilot who completed most of the task distance if no pilot reaches goal.

D. RESCUE ACTIONS IN COMPETITIONS.

a) The objective

To propose to the pilots a list of things to do when they are giving assistance to a pilot.

To propose to the organizer an idea for a procedure for the rescue service.

To encourage pilots to be responsible when an accident occurs. An overzealous response to generate extra points should be avoided.

This list could be used by the organizer and/or the jury in order to attribute compensation points to the pilots who gave assistance.

b) Organization duties

To provide a radio reception that covers the whole course.

To make clear & precise decisions with the injured pilot and/or with the pilot who is giving assistance.

If possible put the rescue team in touch with the accident area.

Transmit all information to the rescue team (general state of the injured, location, etc…)

Cancel the rescue action (if needed) if people outside of the competition asked it.

c) Rescue procedure

If possible, an injured or rescuing pilot must :

- Get in contact by phone or radio with the organization or with a pilot who is in the air.
- Throw a flare.
- Give his geographical position, his altitude, GPS co-ordinates (UTM/WGS84), color of his glider, his name, pilot number, his general condition.
- Estimate the general help (rescue action by helicopter or by land required).
- Stay in contact with the organization and follow their instructions.

Pilots obligations : protect – alert - rescue action .

Before landing :

- Take some landmarks in order to facilitate the location of the accident zone and record the altitude of the accident and the GPS co-ordinates.
- To make contact with the organization from the air by radio or by mobile phone (better radio contact).

Alert message, example :

My name is…number…. I am a witness of an accident at such place/GPS coordinates (in UTM/WGS84)

The injured has a glider of such constructor/model, such color.

I can/can't land close to him.

What must I do ?

if possible.

His name is....his number is.....

Can he speak, can he move ?

Wait for the organization decision and then :

- Land near by.

- Or stay in the air, close to the accident to help the rescue team to find the injured pilot..

- Or go on with the task.

If radio contact with the organization is impossible :

- Throw a flare.

- If there is another pilot near by, or in radio contact with you ask him to contact the organization by landing near a telephone. Stay in contact with the pilot in order to give him information about what is happening.

- If you are alone, you have to judge according to the area, the impact, the presumed state of the pilot, if it is better land near him or near to a telephone.

Further information to give to the organization on reaching the injured pilot :

- Accessibility of the injured, distance of the closest road, trees, slope, cliffs,...

- State of the injured pilot :

  o conscious/unconscious.

  o pulse, breathing.

  o mobility.

  o opened fracture/ closed fracture.

  o Internal/external hemorrhage.

Protect & rescue the injured pilot :

- Avoid injuring yourself, land only if you can do so safely.

- Approach the injured pilot calmly. If possible approach from the side or from below in order to avoid falling stones.

- Secure the zone

- Once discovered by the rescue services, prepare for the helicopter to land (fold up the gliders)

Protect the injured :

- Do not move him.

- Cover him if he is cold.

- Speak to him even if he is unconscious.

- Find out if his vital functions (pulse, breathing) are efficient and do not intervene if you are not competent.

- If you have no choice, intervene medically mouth to mouth/heart massage (1 for 5).

E. PHOTO USED AS EVIDENCE

See Paragliding World Cup rules 2003 which are available on the World Cup web site (www.paraglidingworldcup.org).

F. NATION QUALIFICATION TABLE ☞

			2004 World Cup Ranking						2003 World Championship						
	Class 2005	Rating	1st	2nd	3rd	4th	5th	World Cup	1st	2nd	3rd	4th	5th	FAI	Class 2004
AUSTRIA	2	77	6	8	14	23	41	92	5	8	23	24	29	89	2
SWITZERLAND	2	83	5	22	24	25	28	104	1	6	20	25	26	78	2
JAPAN	2	109	7	10	30	45	66	158	3	4	15	51	66	139	3
ITALY	2	159	2	27	36	54	69	188	10	17	28	61	68	184	4
FRANCE	2	167	9	12	13	17	19	70	21	44	46	54	82	247	3
CZECH REP.	2	169	16	18	20	34	51	139	11	14	18	103	115	261	3
GERMANY	2	189	1	4	11	15	31	62	13	15	83	92	122	325	3
BRAZIL	3	320	3	80	83	250	250	666	2	27	37	65	70	201	5
U.K.	3	391	64	107	123	155	167	616	32	33	53	76	100	294	4
PORTUGAL	3	406	44	53	100	192	214	603	39	57	74	77	78	325	4
SWEDEN	3	407	42	85	93	117	125	462	45	59	86	88	109	387	4
USA	3	438	109	135	138	141	149	672	7	36	58	105	108	314	4
KOREA	3	467	94	120	250	250	250	964	12	19	31	67	116	245	4
SPAIN	3	476	57	121	127	144	154	603	50	73	84	87	107	401	5
MEXICO	4	539	136	142	161	168	185	792	22	30	97	126	146	421	5
SOUTH AFRICA	4	556	91	126	250	250	250	967	40	42	64	85	102	333	5
AUSTRALIA	4	625	65	250	250	250	250	1065	35	56	69	94	120	374	5
POLAND	4	658	106	118	199	250	250	923	52	79	99	146	146	522	5
RUSSIA	4	666	40	143	217	250	250	900	9	101	142	146	146	544	5
NORWAY	4	680	250	250	250	250	250	1250	34	47	48	81	121	331	4
TURKEY	4	697	67	70	128	129	147	541	146	146	146	146	146	730	6
BELGIUM	5	733	55	250	250	250	250	1055	38	62	140	146	146	532	5
BULGARIA	5	786	102	105	181	183	250	821	146	146	146	146	146	730	6
DENMARK	5	795	108	194	250	250	250	1052	41	129	144	146	146	606	6
INDIA	5	811	68	147	250	250	250	965	112	127	145	146	146	676	6
HUNGARY	5	812	190	250	250	250	250	1190	91	93	98	117	146	545	5
NEW ZEALAND	5	816	250	250	250	250	250	1250	49	63	111	146	146	515	5
GREECE	5	875	216	250	250	250	250	1216	95	104	113	146	146	604	5
SLOVENIA	6	904	205	250	250	250	250	1205	60	146	146	146	146	644	5
CANADA	6	920	98	241	250	250	250	1089	146	146	146	146	146	730	6
CROATIA	6	920	250	250	250	250	250	1250	89	125	130	146	146	636	6
ISRAEL	6	922	250	250	250	250	250	1250	55	146	146	146	146	639	6
COLOMBIA	6	937	250	250	250	250	250	1250	72	146	146	146	146	656	6
VENEZUELA	6	941	174	250	250	250	250	1174	131	137	146	146	146	706	6
FINLAND	6	943	250	250	250	250	250	1250	80	146	146	146	146	664	6
NETHERLANDS	6	944	250	250	250	250	250	1250	96	138	139	146	146	665	6
YUGOSLAVIA	6	969	250	250	250	250	250	1250	124	132	146	146	146	694	6
MACEDONIA	6	988	227	248	250	250	250	1225	146	146	146	146	146	730	6
SLOVAKIA	6	999	248	250	250	250	250	1248	146	146	146	146	146	730	6

The above table is calculated according to the official method voted by the World Cup Committee in November 2004 in Tapalpa:

- The calculation is made using the first 5 pilots who scored points for their nation.

- When a nation does not have five pilots ranked, the table is filled with the rank of the last pilot (this gives 250 in World Cup and 146 in the World Championship).

- Qualification ranking is given by the following formula: (PWC total / PWC Maximum + FAI total / FAI maximum) * 100.

- Event class is the category that is attributed to the Championships and League results of the ranked nations.

- Nations that are not ranked in this table are ranked in the 7th class.

Distribution table :

Event Class	From	To
2	1	200
3	201	500
4	501	700
5	701	900
6	901	999

Example : A nation that has a qualification rating of 410 has his League and Championships results ranked in Class 3.

PARAGLIDING WORLD CUP TOUR 2005 CALENDAR

LOCATION	DATES
Bulgaria - Sopot	23-30 April
France – Bourg St Maurice	4-11 June
Serbia - Nis	2-9 July
Italy – Monte Cornizzolo	16-23 July
Portugal – Serra da Estrela	6-13 August

Personal notes :