XcAustralia Cross Country Online CONTEST
Networked to FAI/CIVL World XC
Hang Gliding and Paragliding
Contest Rules 2010

1. General information
1.1. Summary
The XcAustralia Cross Country Online Contest - is a national cross-country flying competition running over a given time period. Scoring flights are based on defined records documented by flight recorders.
Flight documentation must be submitted for valuation to the website www.xcaustralia.org
The XcAustralia.org Cross Country Online Contest is part of the FAI WXC network of contests.
All flight data collected by XcAustralia.org Cross Country Online Contest Server and FAI/CIVL WXC Server will be placed in the public domain and will be freely available. XcAustralia.org and FAI/CIVL will limit the data published about each flight in accordance with personal data protection laws and regulations.
 XcAustralia.org and FAI/CIVL will archive all flight data for future reference.

1.2. Organiser
Organiser is FAI/CIVL with the help of participating national associations and contests operators.
1.3. Competitors
Any pilot wishing to compete in the XcAustralia.org & FAI/CIVL WXC must hold a current pilot's license in the relevant discipline, and necessary insurance documentation (incl. third party liabilities) to satisfy national legal requirements for cross country flying.
Pilots wishing to compete in the XcAustralia.org & FAI/CIVL WXC must register first on the CIVL pilot database (used by the WPRS) on the CIVL web page http://civlrankings.fai.org/FL.aspx?a=308

1.4. Conditions of participation
1.4.1. Competitors who have satisfied the entry requirements will be entered in the XcAustralia.org Cross Country Online Contest with flights registered & automatically connected to the WXC network.
1.4.2. A list of participating nations and the addresses of all WXC networked contests will be publicised on the FAI/CIVL WXC web pages
1.4.3. The FAI/CIVL WXC contests will not accept the direct upload of flights from individual pilots, but only submitted from WXC networked servers.
1.5. Entry fee
There is no entry fee for the XcAustralia - FAI/CIVL WXC contest.

2. General regulations and rules

2.1. Flying rules

Flights must be conducted in accordance with all applicable national and/or international laws.

The pilot is solely responsible for ensuring this compliance. Should a pilot be warned or penalised by CASA, the organiser or XcAustralia.org reserve the right to cancel and remove such flights from the scoring. It is the pilot's responsibility to obey airspace requirements.

Administrators of national XC / WXC networked contests must ensure that flights with airspace infringements are not submitted to the FAI/CIVL WXC. Gross airspace infringements will result in automatic cancellation of a flight regardless of the actions taken by WXC networked contest administrators.

2.2. Competition duration

First valid day: 1st October 2009

Last valid day 30th September 2010

2.3. Flight area

Worldwide

2.4. Launch methods

Foot-launch, winch-launch, and ultralight-towing with max. release altitude 700m AGL are permitted.

2.5. Classification

Recognised distance rounded to 0,01km will be scored by coefficient of relevant discipline.

Flights under the minimum distance of 2 km will not be officially scored.

Flights not accepted by national Admin/Observer will not be officially scored.

3. Documenting flights

XcAustralia - FAI/CIVL WXC allows pilots to fly cross country without having to declare a task before take off. Documenting a flight may only be done through the use of an appropriate instrument:

> Standalone GPS
>
> GPS with variometer and barograph
>
> GPS integrated flying instruments
>
> Logger

An altitude record (either GPS or barometric) must be supplied for all flights submitted to the HGFA or FAI/CIVL WXC.

Further information on compulsory features necessary for instruments and software are to be found in the document GPS software at the WXC web.

3.1. Deadline for flight claiming

For the first period only contest flights can be claimed until June 1st 2011. From that date flights can be claimed no longer than 14 days after the flight.

3.2. IGC tracklog files

Every pilot must keep a personal backup of all tracklog files uploaded to the server for a period of 1 calendar month after the flight. Once a pilot has uploaded an IGC tracklog file and other information related to the flight to the server, it becomes public property.

3.3. Minimum data required for valid flight

Full details and format of the data required is described in the WXC server network protocol.
Participating XC contest sign agreement when joining the WXC network.

4. Classification

4.1. Evaluation of tracks

After landing, the recorded tracklog should be examined to determine the scoring distance flown.
Here the start point, up to 3 turn points and the finish point are to be positioned on the tracklog to provide the greatest possible distance. A flight may be scored as a triangle, when the distance between start point and finish point is less than 20% o f the entire distance as given by the 3 turn points. The scoring distance will then be given by the turn point distance, minus the gap (finish to start) distance.
All flight evaluation and optimization will be conducted centrally at the XcAustralia.org & FAI/CIVL WXC servers.

4.2. Tracks value

4.2.1 XcAustralia XC Contest:

Free flight   - Free distance which does not conform the triangle track specification. 1 km = 1.50 p

Flat triangle   - Triangle which does not conform FAI triangle specification. 1 km = 1.75 p

FAI triangle   - Triangle conforming to the FAI definition. 1 km = 2.00 p

4.2.2 FAI World XC:

Free flight   - Free distance which does not conform to triangle track specification. 1 km = 1.00 p

Flat triangle   - Triangle which does not conform to FAI triangle specification. 1 km = 1.20 p

FAI triangle   - Triangle conforming to FAI definition. 1 km = 1.40 p

An FAI triangle is a triangle where the shortest leg of the triangle is at least 28% of the total triangle.
The scoring rule which gives the most points will always be used.
All scoring results will be rounded to 2 decimal places.

4.3. Evaluating the flight tracklog

After landing, the recorded tracklog should be transferred to a computer in a valid IGC file format.
The IGC file should then be uploaded to www.xcaustralia.org for scoring.
The WXC networked server will transfer the flight data to the FAI/CIVL WXC server for WXC scoring.

5. Championship classes, provisional and final results

5.1. Number of flights which count for the final score

A pilot may register as many flights as he or she wishes; the 6 best scoring flights will be taken to determine the final result.

5.2. Scoring

Scoring will be done using pilots 6 best flights in the following classes :

Paraglider Open (any paraglider)	- flights on any paraglider
Paraglider fun (max DHV1-2, CEN B)	- flights on paraglider max. DHV 1-2, CEN B
Paraglider sport (max DHV2, CEN C)	- flights on paraglider max. DHV 2, CEN C
Hang Glider flexwing (class 1)	- flights on hang glider flexwing (Class-1)
Hang Glider swift (class 2)	- flights on hang glider swift (Class-2)
Hang Glider rigid (class 5)	- flights on hang glider rigid (Class-5)
Hang Glider sport (class 1 with kingpost)	- flights on hang glider with kingpost

A class will not be valid until at least 10 pilots have submitted flights in that class.
A female category will be scored for all classes, provided there are at least 10 females in the class.
The pilot with the most points in each scoring class at the end of the season, is the
"CIVL WXC Champion" for their class.

5.3. National scores
The FAI/CIVL WXC will not publish national scores.

5.4. Provisional results
Provisional results will be constantly updated and may be viewed on the FAI/CIVL WXC server, or by links from other WXC networked contests displaying the data from the FAI/CIVL WXC server.

5.5. Final results
Final results are valid once the protest deadline has been reached. Final results may be viewed on the FAI/CIVL WXC server and may be published on www.xcaustralia.org.

6. Liability and disqualification

6.1. Liability
The organisers accept no liability for any damages to competitors or third parties.

6.2. Disqualification
Competitors who intentionally make false flight claims or fail to comply with these rules in order to benefit themselves in the scoring, or who give good cause for belief that this is so, can be disqualified from the competition by the organiser.

7. Protests

7.1. Protests against other competitors
Should the WXC organiser not uphold a complaint regarding flight scoring or the scoring advantage of another competitor, the pilot in question may protest this decision.
The protest must be sent to FAI/CIVL and must arrive no later than one month after the flight took place, or one week after the end of season. The FAI/CIVL Jury will then take the final decision on the protest.

7.2. Protests due to non-acceptance of a flight

Should a flight not be accepted by the organiser, then the pilot has the right to firstly register a complaint, and thereafter to enter a written protest against the decision.

A protest must arrive no later than one week after the end of season. The jury is responsible for deciding if a protest is valid or not.

7.3. Jury

The jury is appointed by FAI/CIVL and takes the final decisions with regard to protests.

8. Technical specifications

Every pilot is responsible for choosing his or her own recording instrument, logger or GPS. The pilot is responsible for recording a continual tracklog, correct transfer, evaluation uploading as an IGC File.

Recorded tracklogs may only originate from a single instrument; tracks compiled from recordings from more than one instrument will not be accepted.

Should a logger split a continual flight into more than one tracklog, then the pilot should contact the manufacturer to rectify this problem. Manufacturers which certify their instruments as GNSS approved loggers (FR, flight recorder) comply with the FAI regulations.

8.1. GPS hardware recommendations

The organiser makes no special recommendations regarding GPS hardware. Flight documentation performed via GPS is fully equivalent to that performed with a GNSS-logger. The compatibility of a particular piece of GPS hardware is largely dependent on the supporting software available for it.

8.2. Recording interval

A continuously recorded tracklog must have at least one position recording per minute – i.e. the maximum recording interval is 60 seconds. It is recommended that the tracklog recording interval be set between 5 and 15 seconds to reduce the chance of a 60 second interval with no position recordings occurring. Should a pilot intentionally switch off the GPS during a flight, this invalidates the tracklog.

8.3. GPS failure

GPS failures may result in one or more breaks in the tracklog longer than 60 seconds. One or two separate GPS failures less than 300seconds long within a tracklog will be accepted.

Flights with GPS failures of longer than 300seconds or two separate GPS failures will not be accepted.

8.4. Altitude record

An altitude record (either GPS or barometric) must be supplied for all flights submitted to the FAI/CIVL WXC (meaning a 3D tracklog is required for all flights).

8.5 G-Record

All IGC flight data must contain a digital signature to help prevent falsification.

The IGC G-record format is to be used. Verification of the G-record occurs on any WXC networked contest and administrators ensure that flights which do not pass validation checks are
not submitted to the FAI/CIVL WXC. Invalid flights submitted the FAI/CIVL WXC will be rejected.