

Sanctioning Manual



USHPA
UNITED STATES HANG GLIDING
& PARAGLIDING ASSOCIATION
TM



The United States Hang Gliding and Paragliding Association, Inc.

Table of Contents

1. INTRODUCTION..... 3
2. USHPA COMPETITION STRUCTURE..... 3
2.1 SANCTIONED COMPETITIONS..... 3
3. SANCTIONING REQUIREMENTS..... 4
4. STANDARDS FOR SANCTIONED COMPETITIONS 5
4.1 OPERATIONAL STANDARDS 5
4.2 MINIMUM QUALITY STANDARDS 6
5. MEET ORGANIZER 7
6. MEET DIRECTOR 7
6.1 QUALIFICATIONS..... 8
6.2 USHPA MEET DIRECTOR APPOINTMENT 9
6.3 MEET DIRECTOR APPRENTICE PROGRAM..... 9
7. SAFETY DIRECTOR 9
8. RESPONSIBILITIES OF COMPETITORS..... 9
9. SANCTION PROCEDURE 11
9.1 SANCTION FEES AND PERFORMANCE BOND 11
9.2 WITHDRAWAL OF SANCTION BY USHPA 11
10. APPENDIX 12
10.1 DEFINITION OF CLASSES..... 12
10.1.1 CLASS 1..... 12
10.1.2 CLASS 2..... 12
10.1.3 CLASS 3..... 12
10.1.4 CLASS 5..... 12
10.1.5 SPORT CLASS HG 12
10.1.6 SINGLE SURFACE CLASS HG..... 12
10.1.7 STANDARD CLASS PG..... 12
10.1.8 SPORT CLASS PG..... 13
10.1.9 SERIAL CLASS PG 13
11 Risk Assessment Form.....13

The United States Hang Gliding and Paragliding Association, Inc.

1. Introduction

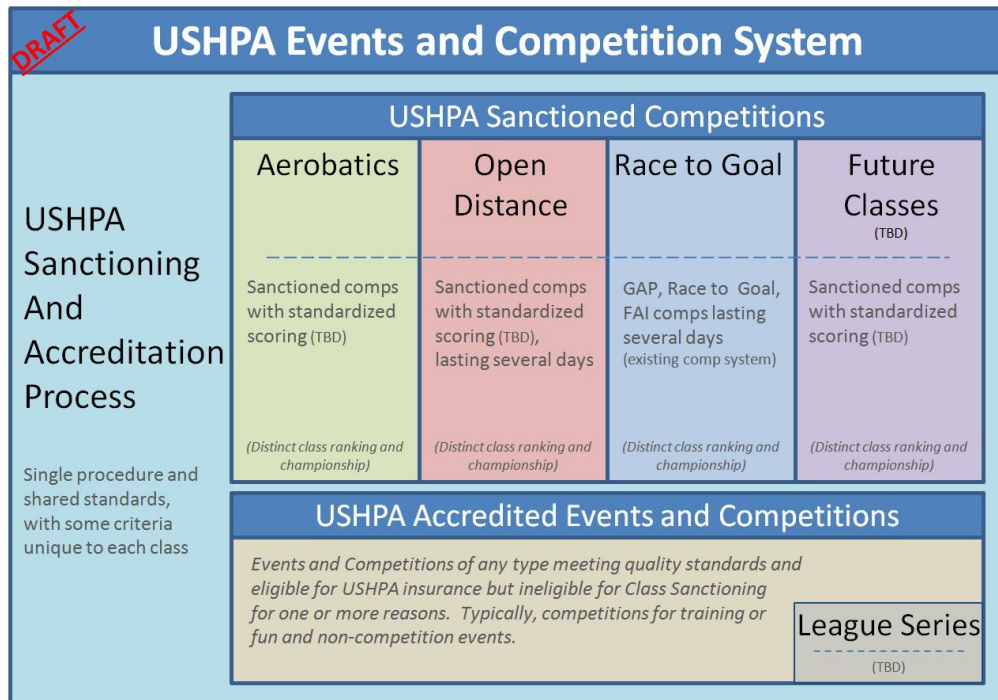
The USHPA recognizes the many benefits of hang gliding and paragliding competitions in the United States. These include community and public relations, site retention, an added opportunity to market our sports, camaraderie among pilots, advancement of pilot skills, as well as a means to select a U.S. Team to compete internationally and the simple enjoyment by USHPA's members.

“Sanctioning” is the process and brand USHPA uses to qualify and select those meets meeting certain basic standards for quality, safety and fairness. Further, USHPA maintains a pilot ranking system that is used to select the US national team, and only the results from sanctioned competitions may be applied in this ranking system. This manual is designed to describe the rules and regulations for USHPA sanctioning.

The Federation Aeronautique Internationale (FAI) is the worldwide governing body for all aviation. 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 by the FAI to formulate and establish official competition rules and to sanction hang gliding and paragliding competitions in the United States.

Questions regarding the USHPA Sanctioning process may be sent to USHPA's Executive Director or the Competition Committee Chair.

2. USHPA Competition Structure



2.1 Sanctioned Competitions

Each category of sanctioned event shall have its own distinct standardized scoring system, national ranking system, and national team selection system (currently available to Race to Goal and Aerobatics). Sanctioned competitions are eligible to receive USHPA insurance and corporate sponsorship (when available).



The United States Hang Gliding and Paragliding Association, Inc.

- Race to Goal and Open Distance competitions may be held at the same time, at the same location.

3. Sanctioning Requirements

- A sanction application must be submitted in accordance with the sanctioning procedures in Section 9 - Sanction Procedure.
- Organizers must submit an event insurance application with full payment to USHPA and must receive a notice of issuance of insurance from USHPA prior to the event. Alternately, Organizers must provide proof of equivalent coverage from another recognized carrier.
- Event insurance is available through USHPA. (application found here: http://www.ushpa.aero/documents/info_2009-2010_gli_web.pdf)
- Proposed exceptions or modifications to the USHPA Rulebooks for a particular event must be approved by the Competition Committee. If exceptions or modifications to the USHPA Rulebooks become necessary after sanction is granted, the organizer must obtain approval from the Competition Committee prior to amending such rules.

(Note: Local rules requirements moved to Operational Standards.)

- All USHPA NTSS sanctioned meets are encouraged to apply for CIVL sanctioning so pilots attending the meets can earn WPRS points.
- USHPA offers two consecutive free one third-page size ads (Public Service Announcements) in HG/PG Magazine for all sanctioned competitions. Organizer must supply camera-ready artwork and copy to the magazine by the appropriate deadline to qualify for this benefit. In addition, ad buttons provided by the meet organizer (150 x150 pixels) will be put in rotation on the USHPA.aero web site.
- Registration shall not be accepted any earlier than 15 days after first posting of the competition announcement in the Calendar on the USHPA website at <http://www.USHPA.org/calender.asp>. The announcement will also appear in the next available issue of the magazine.
- Application for pilot registration shall not be accumulated on a waiting list before the opening of registration for the competition.
- All competitors should be registered on a first-come, first-serve basis except during the first 30 days of registration, where 30% of the available places may be held for the top 20 NTSS and top 30 WRPS ranked pilots.
- Meets Organizers are required to keep registration records including the date of registration for each pilot. The Competition Committee Chair or his/her designee has the right to review registration records and other competition records for compliance.
- Sport/Serial Classes are encouraged at sanctioned events.
- Meet Directors are encouraged to hold a USHPA Meet Director Appointment (see Meet Director qualification, section 6.1 and Meet Director Apprenticeship Program section 6.3).
- Meet Directors and Meet Organizers are encouraged to apprentice new Meet Directors and Meet Organizers whenever possible.
- Completion of all obligations in the sanctioning application is required under penalty of loss of pilot and instructor ratings and meet director appointment.



The United States Hang Gliding and Paragliding Association, Inc.

4. Standards for Sanctioned Competitions

USHPA sanctioned competitions must meet the operational and minimum quality standards as detailed in this section.

4.1 Operational Standards

- All meet officials (meet director, safety director, score keeper, launch directors) must be current USHPA members or have a current 30-day membership.
- All competitors, staff, volunteers and persons involved with the running of the meet are required to sign a USHPA competition/event waiver (available at http://www.usHPA.aero/forms/Info_USHPA_Release_Waiver_Competition.pdf) prior to assisting or participating in, any meet activities. Anyone under 18 must also have the signed consent of a legal guardian on the waiver.
- Organizations/sponsors/land owners who desire additional waivers to be signed may do so only where the additional waivers do not conflict with the USHPA competition/event waiver. A single (unsigned) copy of any additional waivers must be sent to the USHPA headquarters prior to the event.
- Pilots must be current USHPA members and possess all ratings and special skills required for the site being flown.
- Foreign pilots must present an International Pilot Proficiency Identification (IPPI) card in conjunction with a corresponding pilot identification card from a foreign pilot association.
- All meet officials, including Meet Director, Meet Organizer and scorekeeper must follow the current USHPA Rulebook for that type of competition (e.g. the USHPA Race-to-Goal/NTSS Rulebook for all such competitions).
- The USHPA Competition Rulebook, meet specific rules, and FAR Part 103 must be available in print or on-line to any competitor in the contest.
- Local rules must be made available on the official competition website prior to the start of meet registration and must be readily available (printed or electronic) to all competitors at meet headquarters.
- If subsequent changes to the local rules become necessary, Meet Director must post changes in a location readily accessible to all competitors and notify all participants of the change in a timely manner.
- The Meet Director and Meet Organizer are both responsible to ensure all official meet results are sent to USHPA within 10 days of the end of the competition.
- The Meet Organizer must offer a site briefing to all participants prior to the event.
- The Meet Organizer must have a protest process in place with fair and impartial procedures to deal with complaints and protests filed by competitors.
- EMT / First Aid arrangements and emergency medical plan must be in place.
- A Safety Director/committee is required.
- Proper permits and permissions for all activities at all locations must be ensured.
- Meet Director shall ensure their competition is in compliance with all federal, state and local laws, including legal operations under FAA, Sport pilot, etc.
- Maps must be made available for competitors and support crews. Airspace and geographic maps to be displayed at meet headquarters and on launch. Individual maps must be made available to each competitor and support crews.



The United States Hang Gliding and Paragliding Association, Inc.

- The Meet Organizer must provide information about emergency facilities nearest to launch. The information can be included in the registration package or posted at the meet. When the information is posted, competitors and drivers must be notified of where to find the emergency information at the pilot briefings.
- Meet Organizers must note on the sanction application and on meet announcements if food and lodging is limited near launch.
- The Meet Organizer must supply wind indicators on launch and designated landing areas if manned.
- The Meet Director may disqualify any competitor who fails to comply with the competitor responsibilities listed in section 8 of this sanctioning manual.
- No additional flying contests (spot landing, aerobatics, etc.) for the competitors shall be allowed by the Meet Director between take-off and landing of the task flight on any competition day.
- When towing, the pilot's tow bridle shall be equipped with a weak-link and primary and secondary means of disconnecting the towline. A properly placed weak-link may serve as the secondary release. The tow pilot shall be equipped with at least one method of completely releasing the towline from the towing device.
- Oxygen must be reasonably available when applicable.
- Radio receivers compatible with meet frequencies for all pilots are strongly recommended when a competition event involves cross-country flying.
- Meet Directors and Safety Directors may not compete in their own tasks
- Meet Directors and Meet Organizers should ensure that accurate accidents reports are sent in through the accident reporting system immediately after competition.
- Meet Organizers are allowed to require SPOT or similar tracking devices if such a requirement is set forth in their sanctioning application and notice of the requirement is included in all pre-meet information and publicity. Even when spot is not a competition requirement, meet organizers are encouraged to monitor SPOT or similar tracking devices to add safety for those pilots that do use the device.

4.2 Minimum Quality Standards

- Adequate, well trained staff.
- Good communication with pilots (pilot meetings, rules packet, etc.).
- Emergency contact information readily available for all pilots, including insurance information and medical preconditions.
- If retrieval is provided it must be adequate for the needs of the competition.
- Weather briefings each day.
- Adequate restroom facilities.
- Adequate communication among staff (radios).
- Adequate set-up arrangements/ launch directions.
- Sanctioned competitions must provide awards for place finishers in each class according to the table below:

Paragliding	Hang Gliding
-------------	--------------

The United States Hang Gliding and Paragliding Association, Inc.

Open Class: First-Third	Flex Wing: First-Third
Serial Class: First-Third ¹	Rigid Class 5: First ²
Sport Class: First-Third ¹	Rigid Class 2: First ²
Women: First-Third ¹	Sport Class: First-Third ¹
Identify the top 10 overall	Women: First
	Identify the top 10 overall
¹ If at least 5 competitors in class, otherwise only first place ² If at least 2 competitors in class	

- The meet director or organizer is asked to inform participants that there is a **form** on ushpa.aero where they can comment on this and future competitions. The questionnaire shall ask:
 - **Problems encountered that need to be solved for future meets.**
 - **Solutions to common problems that should become standard practice (for example, cloud flying, thunderstorm avoidance, crowded gaggles, limited launch access, etc.).**
 - **Ways the USHPA can better support competition in general and the competition specifically.**
 - **Ideas to attract more pilots to competition.**

5. 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 land owners, 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 Rulebooks for each discipline (Race to Goal, Open Distance, and Aerobatic).

6. 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 pilots 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.

The United States Hang Gliding and Paragliding Association, Inc.

- 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 the relevant USHPA competition rulebook (i.e., Race to Goal, Open Distance, and Aerobic).
- 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.
- Meet Director must appoint either a separate Safety Director or Safety Committee made up of pilots.

6.1 Qualifications

- Meet directors in a USHPA sanctioned competition shall have a minimum H2 or P2 rating.
- Must have a firm but understanding personality.
- Must be willing to listen to input from others, but also able to make a decision based on safety, fairness and the rules.
- Must be a person who believes that rules make things fair for everyone and who doesn't shy away from making tough but fair decisions.
- Must have a willingness to learn.
- Must be able to work and remain calm under pressure.
- Must be safety-minded.
- Must be fair-minded.
- Must be respected by Competitors.
- Must be organized and be able to multi task.
- Must be knowledge of weather and local micrometeorology or willing to have a knowledgeable person to fill that role.
- Recommended experience:
 - Has run local meets
 - Has worked at a meet in some capacity other than Meet Director, such as, Safety Director, Launch Director, Scorekeeper, etc.
 - Has participated in competitions as a competitor
- Meet directors are encouraged to hold a USHPA Meet Director Appointment (see section 6.2 - USHPA Meet Director Appointment).
- Meet directors should be familiar with the following and be able to quickly reference specifics as needed:
 - USHPA Competition Sanctioning Manual and Rulebook
 - Meet-specific regulations
 - Airspace locations and Part 103 rules
 - Sport Pilot rules relating to legal tug / towing activity at tow meets
 - CIVL Section 7 Rules and regulations



The United States Hang Gliding and Paragliding Association, Inc.

6.2 USHPA Meet Director Appointment

USHPA's Meet Director appointment is voluntary and is not required for USHPA sanctioning. However, meet directors that run USHPA sanctioned competitions are encouraged to obtain a USHPA Meet Director appointment. The Meet Director Appointment may be obtained either by grandfathering, completing a meet director apprenticeship, or by petition to the USHPA Competition Committee. As a benefit, the bond requirement for USHPA sanctioned competitions shall be waived for meets using a meet director holding a USHPA Meet Director appointment.

To initiate this program, individuals who have been a meet director for at least two USHPA sanctioned competitions (at least one of which is occurred after 2004) and have not raised concerns with the Competition Committee will be grandfathered with a Meet Director Appointment. Anyone who has served as Meet Director for two or more non-sanctioned comps with at least 25 attendees each may request approval from the competition committee.

The USHPA Competition Committee can deny grandfathering to otherwise qualified candidates based on previous substandard performance by the meet director. Appeals may be made to the USHPA Board of Directors.

An individual who does not meet the grandfathering criteria, but who feels they are qualified (doesn't need the apprenticeship program) may petition the competition committee directly with their qualifications.

Approved Meet Directors may have their appointment revoked at any time by the Competition Committee for failure to meet USHPA sanctioning standards. Revocations may be appealed to USHPA's Board of Directors.

6.3 Meet Director Apprentice Program

The USHPA Meet Director Apprenticeship Program is designed to give training to individuals who are interested in directing a competition but have no previous experience.

Apprenticeship requests are to be submitted to the Competition Committee for review. The Competition Committee will attempt to match apprentice applicants to participating competitions.

Apprentices may not serve as Meet Directors, Safety Directors or Launch Directors or be competitors in the competition for which they are apprenticing. They are expected to be helpful, present and in training for the entire competition.

7. Safety Director

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 (see Pre-Competition Risk Assessment and During Competition Risk Assessment in the Appendix) 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.

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.

8. Responsibilities of Competitors

All competitors must adhere to the following requirements. Any competitor who wilfully fails to comply with these requirements may be disqualified from the competition by the Meet Director, is ineligible to



The United States Hang Gliding and Paragliding Association, Inc.

receive any awards at the competition, and his or her participation in the competition may not be counted in connection with any scoring system, pilot ranking system, or team selection system.

- All competitors must sign the USHPA Competition Waiver as well as any site and individual waivers as required by the Meet Organizer. If the competitor is under 18 years of age, the USHPA Competition Waiver and any site and individual waivers must be signed by a parent (or guardian) and the signature notarized.
- Each competitor must preflight his/her own equipment prior to launch. Each competitor must perform a hang-check or harness-check prior to launch in front of launch personnel designated by the meet organizer. **WARNING:** Failure to preflight equipment or to perform hang-checks or harness-checks can, and has, resulted in serious bodily injury and death. Neither the Meet Organizer (nor its staff), nor the USHPA undertakes any duty to competitors to ensure that their equipment is properly assembled or to ensure that the competitor is properly and securely attached to their aircraft. The competitor is solely responsible for his/her own safety, including the proper set-up and connection to glider, harness and other related equipment.
- 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). The 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
Open Distance	H3/P3
Aerobatics	H2/P3
League/developmental	H2/P2

- Must possess any special skill ratings relevant to the competition or site.
- Parental (or guardian’s) written consent (notarized) must be obtained 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 (See relevant USHPA Rulebook).
- 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.
- Must be thoroughly familiar with all applicable competition rules.
- Are expected to attend all meetings, briefings, roll calls, etc. as requested, and are responsible for staying informed of all schedule changes, course modifications, rule amendments, etc.
- Must preflight 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.

The United States Hang Gliding and Paragliding Association, Inc.

- 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 wilfully violating any of the above shall be subject to penalty or disqualification.

9. Sanction Procedure

Sanction applications are to be submitted via the on-line sanction application form at ushpa.aero at least **15 days prior** to the Fall board of directors meeting (or October 1st whichever is earlier). The form must also be printed, signed and mailed to the USHPA office along with sanction fee so that it is received prior to the BOD meeting. Submitted events will be posted on a tentative calendar so that meet organizers and competitors can see what events are being considered and so the appropriate sub-committee chair can work with the competition organizers to proactively eliminate conflicts with other US and important foreign events. Competitions can be submitted after the above deadline but will not necessarily be considered for sanction if they overlap or directly conflict with events submitted prior to the above deadline, as determined by the relevant competition sub-committee working with effected meet organizers. The Competition Committee may assess a late fee of 50% of the sanction fee for requests submitted after the above deadlines.

The CCC shall promptly forward the meet announcements of all sanctioned/accredited competitions to the USHPA person in charge of the web site and magazine editor. The meet announcements shall be promptly placed up on the USHPA web site and in the next issue of the magazine.

9.1 Sanction Fees and Performance Bond

Sanction fees and performance bonds are assessed according to the following table:

Event type	Sanction fees	Performance Bond*
Race to goal	\$100	\$250
Open Distance	\$100	\$250
Aerobatics	\$25	\$250

*If organizer has run at least 2 successful comps with no sanctioning issues or the meet director holds a meet director appointment the bond is waived.

Performance bond will be returned promptly upon submission of scores to USHPA.

9.2 Withdrawal of Sanction by USHPA

The Meet Organizer understands and agrees that the USHPA sanction for the competition may be lifted, suspended, removed or revoked at any time, before, during, or after the sanctioned period of the contest should the USHPA determine, in good faith, that the competition does not meet all of the conditions and requirements for USHPA sanction.

Complaint procedure: If a formal, written complaint is received by USHPA's Competition Committee no later than 10 days after the final day of the competition, the Competition Committee may initiate an investigation into violations. The Competition Committee will make a recommendation to the Executive

The United States Hang Gliding and Paragliding Association, Inc.

Committee within 45 days. Should it be determined by the Competition Committee and approved by the Executive Committee that a sanctioned competition has violated its agreement with USHPA, the sanction may be revoked. If revoked, the Meet Organizer or Meet Director may make an appeal within 10 days of the revocation notification to USHPA's Board of Directors. The Board of Directors will make a determination no later than the next Board meeting.

If a deficiency is discovered before or during a competition that would warrant the revocation of sanctioning the CC will take all reasonable steps to help the organizer/meet director remedy the deficiency.

10. Appendix

10.1 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.

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

10.1.2 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.

10.1.3 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.

10.1.4 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.

10.1.5 Sport Class HG

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.

10.1.6 Single Surface Class HG

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

10.1.7 Standard Class PG

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

The United States Hang Gliding and Paragliding Association, Inc.

10.1.8 Sport Class PG

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

10.1.9 Serial Class PG

A glider that has been tested by the DHV with an LTF of 1, 1-2, 2 or 2-3, or with an EN certification of A, B, C or D.

11.1.8 Risk Assessment Form

Pre-Competition Risk Assessment

At a minimum should include:

1. Competition Launch Site Risks
 - a. launch setup area
 - b. launch clearance / obstructions
 - c. launch wind direction and velocity
 - d. wind indicators
2. Competition Landing Zone Risks
 - a. Location(s) of landing zone(s)
 - b. Wind indicators
 - c. Size of landing zone(s)
 - d. Identification of places along route were there a no potential landing zones
 - e. Obstructions and Dangers
 - i. Power Lines
 - ii. Controlled Airspace
 - iii. Active Airspace
3. Competition format Risks
 - a. race to goal
 - b. cross-country
 - c. spot landing
 - d. speed gliding
 - e. etc . . .
4. Air Traffic Risks – Risks of Collisions in Air
 - a. at /over launch
 - b. in route
 - c. at /over goal
5. Launch Procedure
 - a. Open Launch
 - b. Ordered Launch
 - c. Unobserved Launch
6. Weather Conditions
 - a. Typical Local Weather
 - b. Storm fronts and current conditions
7. Competition Route Risks
 - a. Geographic factors
 - b. Weather factors
 - c. Communication factors
 - d. Suitable Landing Areas along the competition route
 - e. Airspace factors

The United States Hang Gliding and Paragliding Association, Inc.

8. Skills necessary to competently fly the site
 - a. USHPA rating and special skills
 - b. Other skills not requiring a USHPA special skills sign off
9. Equipment Risks
 - a. Suitable gliders for conditions and tasks
 - b. Reserve parachutes
 - c. Helmets
 - d. Flight instruments
 - e. GPS
 - f. Cameras
 - g. Food and Water
 - h. Clothing
 - i. Oxygen
 - j. Wheels
 - k. Tow release
10. Retrieval Risks
 - a. Suitable Landing Zones along the route
 - b. Chase crew
 - c. Chase vehicle
11. Communications
 - a. Availability/dependability of radio frequencies and repeaters
 - b. Availability/dependability of cell phone service

During Competition Risk Assessment

At a minimum should include:

1. Weather Risk Assessment (Continuing assessment during competition)
 - a. Input from typical weather information sources
 - b. Input from participating pilots
 - c. Input from chase teams
 - d. Input from other meet personnel
2. Communications
 - a. Availability/dependability of radio frequencies and repeaters
 - b. Availability/dependability of cell service
3. Reported Risks
 - a. Risks reported by pilots
 - b. Risks reported by meet staff
 - c. Risks reported by spectators
4. Competitor Decisions Relating to Risk
 - a. Identify risky behavior engaged in by participants during the competition
 - b. Penalize behavior that engenders unacceptable risk
 - c. Reward safe behavior
 - d. Publicize risky behavior as "unsafe" to field of competitors