



21st FAI World Hang Gliding Class 1 Championship
14th FAI Women's World Hang Gliding Championship
6th – 19th August, 2017
Brasília (Brazil)

Local Regulations

Approved 26/02/2017

Organized by:

Confederação Brasileira de Voo Livre

On behalf of the:

CONFEDERAÇÃO DE AERODESPORTO DO BRASIL

These local regulations are to be used in conjunction with the most recent versions of:

- General Section of the FAI Sporting Code.
- Common Section 7 of the FAI Sporting Code.
- Section 7A of the FAI Sporting Code.
- CIVL GAP – Centralised cross-country competition scoring for hang gliding and paragliding.

1 – Contacts

Organizing NAC:	Confederação Brasileira de Voo Livre
Competition Organizer:	Francisco Magalhães dos Santos (aka <i>Chico Santos</i>)
On behalf of:	Confederação de Aerosperto do Brasil
Official Website:	www.brasilia2017.com

2 – Officials

Event Organizer:	Chico Santos
Meet Director:	Cid Maestrini
Safety Director:	Lucas Machado
Rescue Coordinator:	Lucas Machado
Live Tracking Coordinator:	Paulo Guilherme (Koka)
Weather Forecast:	Lucas Machado
Scorer:	Claudio Veloso
Doctor:	On daily basis
Headquarters Coordinator:	Octávio Fiães
Take-Off Marshal:	Carlos Gomes
Goal Marshal:	Nani Baez
Public and Press Relations:	Octávio Fiães
Photography & Video:	Sérgio Kawakami
Social Events:	Sérgio Kawakami
FAI Steward:	Mitch Shipley (USA)
FAI Assistant Steward:	Igor Erzen (SVN)
FAI Jury President:	Dennis Pagen (USA)
FAI Jury Members:	Trudy Craddock (GBR), Fabio Loro (ITA)

3 – Programme

Practice Period: No date restrictions for flights, except flying over the city of Brasília and landing on the Esplanade, which will be permitted only on published allowed days.

Official Registration:	August 6 th and August 7 th - 08:00 to 17:00, at Headquarters
Opening Ceremony/Parade:	August 6 th - 19:00 at the Esplanade
Mandatory Safety Briefing:	August 7 th - 19:30 at Headquarters
First Team Leader Meeting:	August 7 th - 20:30 at Headquarters
Official training day:	August 8 th
Contest Flying Days:	August 9 th to August 18 th
Prize-Giving & Closing Ceremony:	August 19 th - 10:00 at Headquarters

The programme is subject to change with CIVL approval. Any changes before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing and posted on the official boards, at headquarters and at the ramp site.

Daily Schedule

On training and competition days:

- 8:00 Headquarters open
- 10:20 Team Leader meeting (at take-off site)
- 10:50 Task and Safety Committee meetings
- 11:15 Pilot briefing/Task briefing
- 12:15 Take-off window opens
- 17:00: Scoring office opens (at HQ)
- 21:00: Provisional results published

The daily schedule is subject to change. Any changes to the schedule before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing.

4 – Entry

The maximum number of pilots in the championship is 150.

The maximum number of pilots that may be entered by a NAC for each Championship is 12.

The maximum number of pilots constituting a national team for each Championship is 6

A minimum of 4 countries with a total of 8 competitors available to fly during the Championship is required for the title of Champion to be awarded in each gender (Section 7 Common 2.5.5). The decision on whether there are sufficient countries/competitors to award a title will be made after the June 6, 2017 second allocation round. If sufficient numbers support a Class 1 Women's title at that time, but subsequently fall below the threshold (i.e. due to injury or illness) the women with allocated spots will be allowed to compete with the men and be scored according to their national team selection, so as not to be disadvantaged at the last minute due to any reduction in numbers.

5 – Eligibility to Compete

According to Section 7A – 2.2.1

The ranking reference date for qualification criteria, nation priority table and allocation is April 2017 ranking published on 01/05/2017.

6 – Application to Compete

Applications must be made through <http://www.brasilia2017.com>, starting from 20/02/2016 and finishing on 05/05/2017.

NAC's are invited to submit applications for pilots in high enough numbers, so they can be included in case of extra allocation rounds (see below).

A Screening Committee has been appointed with the following participants: Flavio Tebaldi, Mario Alonzi, Claudia Mejia de la Pava.

Deadline for exemption applications is June 6, 2017.

7 – Allocation and Payments

Allocation will be done according to Section 7A - 2.

The first allocation round will be made and results published on the official website on May 6, 2017.

The entry fee payment process will start on May 6, 2017.

Confirmation of payment transfers must be sent to the organizers by email before June 5, 2017.

Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline, the team allocation table will be updated. Any unpaid places will be reallocated.

The second allocation round will be made on June 6, 2017.

The deadline for the final payment will be July 21, 2017.

For any late payment, a supplementary fee of 50 Euros will be applied.

Between June 6, 2017, and the beginning of the competition, if any spot is available because the maximum number of pilots allowed has not been reached or because of cancellation for any reason, the spot will be offered:

—First to a pilot of the same NAC.

—Second to a pilot of another NAC (in the order of the WPRS nation ranking, starting where the second allocation round finished).

8 – Entry Fee

The entry fee will be:

- 500 Euro per pilot
- 250 Euro per team leader/assistant

The Entry Fee includes:

- Colour map of task area showing take-off, turn points and landing fields.
- ID card & safety/contact information.
- Contest numbers.
- Upload of turn points with GPS coordinates and airspace restrictions.
- GPS track-log download.
- Live Tracking.
- Fresh fruits and water on take-off site.
- Free access to all championship events and parties.
- Emergency rescue and first aid medical service.

Entry fees for Brazil are to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH – 1002 Lausanne, Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for the 21st FAI World Hang Gliding Class 1 Championship and state the member NAC.

All other entry fees are to be paid to the following bank account:

Account Name: CONFEDERAÇÃO DE VOO LIVRE DO BRASIL

Bank Name: CAIXA ECONOMICA FEDERAL

Address: AV ARMANDO LOMBARDI, 400

Bank Agency: 2904

Account number: 1740-7

Swift Code: CEFXBRSP

IBAN Code: BR97 0036 0305 0295 4000 0017 407C 1

Please indicate CIVL IDs of all the pilots you are paying for.

Payment Entry Fees shall arrive on these bank accounts on full net value. Bank transfer fees shall be settled by the sender.

Refund Policy

In the event of a pilot is withdrawing from the competition before July 24, 2017, and cannot be replaced by a pilot from the same nation, a full refund will be offered (minus 100 Euros for administration costs).

Cancellations received after this date will not be eligible for a refund.

9 – Registration

Registration will be done according to Common Section 7–5.2 and Section 7A–2. Online FAI Sporting Licence is mandatory for all pilots.

After confirmation and payment has been made, entry forms may be completed in advance on the competition website, in order to speed up the process at the time of the official registration days. Team leaders can also prepare and communicate the required documents to the organizer before the official registration.

10 – Insurance

The organizers require documentary proof in English of valid:

- Insurance covering public liability risk of at least 100,000 Euro (or monetary equivalent) to be presented to organizers at registration.
- Insurance for personal accident hospitalization/repatriation coverage, valid for sports competition.

11 – Equipment

All equipment must comply with Section 7A–4 and 8, and CIVL GAP.

Phone

Pilots are required to carry a GSM telephone (we suggest for pilots to use unlocked quad band GSM cell phones and purchase local prepaid SIM card).

Communication via WhatsApp list or voice between organization and pilots proved very efficient on the 2016 World test event, especially for reporting back and retrieve coordination.

Radio

Radio 2m VHF will be required according to Section 7A–4.5.3. Permitted frequencies and Safety Frequency will be announced, at the latest at the mandatory safety briefing.

Contest numbers

According to Common Section 7 – 5.2.4.

The organizers will provide the competition numbers to be attached to the glider's right side downtube.

It is not allowed to have a second number on the glider besides the official competition number.

12 – Committees

Task Advisory Committee

It will include the Steward and 3 pilots, elected at the first Team Leader's meeting (see Common Section 7 – 4.3.1).

Safety Committee

It will include 3 pilots, elected at the first Team Leader's meeting (see Common Section 7 – 4.4.2.1).

13 – Take-Off Site

Read detailed info at <http://www.brasilia2017.com.br/en/area-de-voo-local-de-lancamento-e-clima/>

14 – Launch

Launch Window

For the task to be valid, the launch window must be open for at least 45 minutes.

Wind Speed at Launch

The maximum wind speed in which a task shall be flown is 38 km/h of constant wind and gusts up of 45 km/h, measured on the ramp at man's height.

Take-Off Set Procedures

The take-off procedure from this launch site can be executed on four launch ramps in parallel, each one with its corresponding assigned area for glider assembly and launch lanes.

Ordered Launch

Ordered launch will be used throughout the Competition, on the following manner:

—15 minutes for Early Birds followed by...

—On first day the top 30 from the registered pilots from the WPRS (August 1st update) in reversed order, followed by all other pilots in normal WPRS (August 1st update) order.

—On all other days: the top 30 pilots from the overall results in reversed order followed by the other pilots in normal order.

The launch order will be confirmed and posted on the official board at the launch site every day. Positions to assembly gliders will be marked by corresponding numbers on the ground, and a picture of the layout of these numbers for the whole area will be posted on the board.

Push System

The 'push' system may be used according to Section 7A–3.3.6, at the discretion of the Meet Director (after consulting with the Safety Committee) depending on the day's conditions at the take-off ramps. The allowance or not of the 'push' system will be informed on a day-by-day basis, at the Pilot briefing/Task briefing.

Because the 4 launch ramps are too close to allow independent launching without coordination, a 'push' will be applied to all pilots in the ordered launch that are ahead of the 'pushing pilot'.

Early Bird

Any pilot outside the top 30 may request an early bird launch at the team leader briefing each morning. If more than 12 pilots (3 to be allocated to each ramp) make requests to be in the early bird launch on any given day, there will be a random drawing at the end of the team leader briefing to choose the 12 early bird pilots and their launch order, otherwise only launch order will be drawn. Any pilot in the early bird launch that is not ready to launch or chooses not to launch in his early bird position must go to the back of its assigned launch line (not to his original launch position outside the early bird period).

No Pilots Willing to Launch

When the pilots in the front of the line are not willing to launch, the Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed'.

Entering Launch Lanes

Pilots shall enter the launch lanes only when completely ready to fly. At no stage is a pilot permitted to launch without a pre-flight check and permission from the launch director/marshal at his/her lane.

Staff members will be in the start lanes to carry out checks, which all pilots must allow them to do.

Relaunch

There will be no relaunch. Competitors will be allowed only one take-off a day.

15 – Airspace and Other Restrictions

A Notam will be issued for this event, assuring a safe airspace to all pilots involved.

Due to the heavy air traffic around the international airport of Brasília, a flying area with altitude limitations will be established and there will be an entrance corridor to the city, to be used on tasks with goal at the Esplanade. All pilots on the competition must strictly abide to it.

The entrance corridor to Brasilia is already twice as large as the one used on the 2016 test event.

Altitude limitations on the task area are under negotiations with the aeronautical authorities to possibly be released to higher limits.

Precise information will be explained during Mandatory Safety Briefing, and informed every day on the task board.

16 – Pre-Flyers, Free Flyers and Other Flyers

According to Common Section 7–8.1 to 8.5.2.

Free flyers will not be allowed to launch from 30 minutes before the window open until 10 minutes after the window closes.

17 – Safety Issues

Pilot Reporting of Safety

According to Section 7A – 8.7.

Pilots are requested to report through their Team Leader. The Team Leader will report them to the Meet Director.

In an event where the Team Leader is not present or unreachable, the pilot may report directly to the Meet Director.

Sprog Settings and Airworthiness Conditions

Thermal conditions are very strong in the area at this time of the year, with dry and turbulent air. Some tumbles have occurred during the last three decades of competitions in the area, so pilots are advised to keep their sprog adjustments on the safe side and within the allowed settings. Organizers and Officials may measure sprog settings and do airworthiness checks on any competing glider and, if necessary, ground it for safety reasons.

Report Back and Sign Out/Landing Forms

In the interest of safety, all pilots landing out of goal should report back to the Safety Director, within 30 minutes of their landing, via cell phone voice, message, WhatsApp, email or SPOT message OK. Pilots landing on goal should report to the Goal Marshal.

After the report back deadline time stated on the task board, an emergency might be declared with search and rescue initiated at the cost of the 'missing' competitor. Penalty points may be applied for failure to follow this report back rule.

Every pilot is encouraged to fill out the Safety Form provided at goal and at the pilot briefing the next day.

Medical Services

Throughout the competition a doctor and an ambulance will be available at take-off and goal areas. Local Search and Rescue Team will be ready to assist if a search is needed. For serious injuries, a helicopter will be available for fast transportation to city hospitals. Helicopter time arrival at the accident site is expected to occur in 30 minutes.

18 – Live Tracking

A live tracking system will be used in order to:

- Improve the safety level.
- Facilitate the Meet Director's situational awareness.
- Give more visibility of our competition to the public and media.
- Facilitate scoring.

Every pilot will be responsible for using and properly carrying in flight the Live Tracking devices handed by the organization, returning them back in good conditions.

Only the Meet Director, the Safety Director, FAI Steward and FAI Jury President may benefit from direct undelayed display. They are not allowed to transmit any tracking information to anybody, except for search and rescue in case of an emergency.

Team leaders and pilots acknowledge that using the Live Tracking information as a strategic aid to pilots is an unsporting behaviour.

19 – Scoring

The two championships, Class 1 and Class 1 Women, will be scored separately. A minimum of 4 countries with a total of 8 competitors available to fly during the Championship is required for the title of Champion to be awarded in each gender (Section 7 Common 2.5.5). If this requirement is not met for awarding a woman's world champion, women will compete with the men on the same tasks and be scored according to their national team selection.

The tracklogs of the Live Tracking devices will be used as the primary source of scoring.

Scoring will use the FS scoring program, using CIVL GAP 2016 scoring formula or a more recent one if available.

GPSDump will be used for track download and waypoint upload on pilots' instruments, whose tracklogs could be used as a back-up for scoring.

See <http://www.gpsdump.no/> for a list of GPS units that work with GPSDump.

The GPS map datum is WGS 84 and the coordinates format to be used is DDD MM. MMM.

To be considered valid, the GPS track log has to comply with the current requirements in Section 7A – 4.1 to 4.5.2.

GAP Parameters will be set at:

- Nominal Launch: 96%
- Nominal Distance: 65 km
- Minimum Distance: 8 km
- Nominal Goal: 30%
- Nominal Time: 1:30h
- Score Back-Time in case of stopped task: Start Gate intervals, or 15 minutes in case of single start.

GAP parameters will be discussed at the first Team Leader's briefing.

20 – Penalties

According to Section 7A – 6, except otherwise stated here.

Specific penalties will be at the discretion of the Meet Director. A lesser penalty may be applied in rare cases due to extenuating circumstances.

Flying without a Live Tracker or turning it off in flight

1st offence: 300 points.

2nd offence: zero for the task.

Early Start

A maximum early start of 300 seconds is allowed, as it is considered as a safety feature in potential crowded environment. Early start is penalized in FS by a factor of 2 points per second of early start time. Early start of more than 300 seconds is scored as minimum distance.

Failure to report back

1st offence: 300 points.

2nd offence: zero for the task.

Altitude Limit Infringement or Airspace Intrusion

Between 70 to zero meters outside the prohibited airspace: Linear from zero to ten percent of pilot's points;

Between zero to 30 meters inside the prohibited airspace: Linear from ten to 100 percent of pilot's points;

Note: Vertical airspace violations are checked by barometric altitude and horizontal violations are checked by GPS positions.

21 – Complaints and Protests

As per General Section and Section 7A – 7.

If the provisional results are published before 10 PM, complaints must be submitted before 8:30 AM the next day.

If the provisional results are published after 10 PM, complaints must be submitted before 12 AM the next day.

For the last competition task, complaints must be submitted at the latest 1 hour after the publication of the provisional results.

The time of the publication of results is the time the results are posted on the results board at headquarters.

The protest fee is 50 Euros. It will be returned if the protest is upheld.

Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day.

Team Leaders are encouraged to read Section 7 before making a complaint or a protest.