



LOCAL REGULATIONS

Approved by CIVL Bureau 28. June 2013

THE WORLD GAMES - 2013

PARAGLIDING ACCURACY

**Cali, Colombia
29th July to 4th August, 2013**

**ORGANIZED ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE**

By: Federación Colombiana de Deportes Aereos (Fedeaereos)

SUPPORTED BY :

- The World Games 2013 Cali Local Organizing Committee**
- Comité Olímpico Colombiano (COC)**
- Coldeportes**
- Fuerza Aérea Colombiana**
- City of Santiago de Cali**
- Government of the Valle de Cauca Department**

Schedule

Task	Date	Time	Notes
Tow training	29 th July	09.00 – 17.00	Pre-reg required
Tow training & limited unofficial practice	30 th July	08.00 – 17.00	Pre-reg required for tow training
Mandatory Safety Briefing	30 th July	18.30 – 19.30	Hotel Stancia Spiwak
Official Practice	31 st July	08.00 – 17.00	3 rounds scheduled
Opening Ceremony	31 st July	17.15 – 17.45	At the air base
1 st 2 nd 3 rd rounds	1 st August	08.30 – 17.00	All competitors in draw order
4 th 5 th 6 th rounds	2 nd August	08.30 – 17.00	All competitors. Worst score dropped after 5 rounds
7 th & 8 th rounds & final (9 th) round	3 rd August	08.30 – 17.00	Possible cut for final round
Closing Ceremony & Prizegiving	3 rd August	18.00	To be confirmed
Reserve Day & possibly final round	4 th August	08.00 – 17.00	To be confirmed
Closing Ceremony & Prizegiving	4 th August	18.00	If Reserve Day is used

NB. ALL TIMINGS PROVISIONAL & SUBJECT TO CHANGE – SEE NOTICEBOARDS IN HQ HOTEL & AIRFIELD FOR LATEST INFORMATION

Headquarters (HQ) will be in the Hotel Stancia Spiwak

Transport between Hotels, Headquarters and Fidel Suarez Air Base will be provided by the organisers.

Officials

Venue Director:	Markus Graeber (COL/GER)
Meet Director	Violeta Masteikiene (LIT)
Deputy Meet Director:	Walter Vallejo (COL)
Safety Director:	Huub Coumans (NED)
Launch Marshal:	Daniel Vallejo (COL)
Assistant Launch Marshal:	Paola Cardenas (COL)
Tow Launch Director:	Nestor Londono (COL)
Assistant Tow Launch Director:	Carlos Lozada (COL)
Scorer/Administrator/Translator:	Elizabeth Marquez (COL)
Meteorologist:	Air Force Meteorologist
Chief Judge	Arturo Casas (COL)
Event Judge:	Antony Tursic (SLO)
International Judge	Vesna Simmons (SRB), ,

FAI Liaison Officer/Steward: Andy Cowley (GBR)

FAI Jury: An independent nominated International Jury committee will be convened on receipt of a protest. A list of potential nominees will be announced at the 1st Pilot briefing

Local Regulations

1	ENTRY	
1.1	The Event is an FAI-sanctioned Category 1 event open to all pilots who meet the entry criteria. Maximum number of pilots is 36.	
2.	GENERAL COMPETITION RULES	
2.1	Registration The Registration office will be open from 8.00 to 9.00 and from the 12.00 to 14.00(time) at Hotel Stancia Spiwak , on 29 th July 2013 and from 8.00 to 9.00 and from the 12.00 to 17.00 at Hotel Stancia Spiwak 30 th July. All pilots will have their documents checked, equipment inspected and will receive any supplementary regulations and information.	
2.2	Pilot documentation requirements Evidence of competitor's nationality Pilot's valid FAI Sporting licence Evidence of pilot qualification - Licence or IPPI card (para PRO4 strongly recommended). Satisfactory evidence of Tow-Launch rating (Licence endorsement or letter from qualified tow instructor) Satisfactory evidence of glider airworthiness Certificate of third party insurance Signed acceptance of personal liability Signed personal declaration of conformity of equipment to General and Local Rules	Section 7c 2.12.1
2.3	Number of rounds 9 (nine) rounds are forecast for completion within the time available. A minimum of 3 three rounds must be completed to validate the competition. The Final Round may be limited to a cut of the top competitors. This will depend on the number of competitors and scheduling.	
2.4	Launch order Pilots will draw lots to determine the first round launch order, which will be maintained (normally) for at least the first 8 rounds. For the final round(s) the competition pilots will launch in reverse order of their current competition position.	2.20.2 2.20.2.1
3	REST DAYS No rest days are anticipated	
4	PILOT BRIEFINGS There will be a briefing for pilots each morning, unless specified by prior announcement. Concerned officials must attend. Briefings may be postponed or reconvened in the event of bad weather, and times will be announced and communicated. All pilots and other personnel must attend briefings promptly.	2.14

5	<p>SITE & TAKE-OFF METHOD</p> <p>Winch tow launch from Marco Suarez Air Force Base.</p> <p>Two launch points are anticipated to cater for wind direction changes anticipated during the day: West launch point during the mornings, East launch point in the afternoons</p> <p>Landing/target on the Air Base</p>	
7	<p>TAKE-OFF & LANDING</p>	
7.1	<p>Competitors must have a Tow-Launch endorsement on their licence or provide written confirmation from a Tow Launch instructor that they have the required tow-launch skills. Both nil-wind and strong wind take-off skills are required.</p> <p>At the Launch Marshal's, MeetDirector's or her Deputy's discretion, a pilot may be temporarily stood down or even permanently withdrawn from the competition if he/she appears unable to launch safely in wind and weather conditions that fall within operating limits.</p> <p>A failed take-off attempt or safety problem arising immediately after take-off (and which is not a result of pilot's poor pre-flight check) which results in a landing at take-off, or close to the runway, will be eligible for a re-launch. Such re-launches will be timed at the Launch Marshal's discretion.</p>	<p>2.21.1.1</p> <p>2.21.1</p>
7.2	<p>Competitors must fly in the published flying order, unless they have prior permission from the Launch Marshal.</p> <p>Competitors not ready to fly in the established flying order when called forward to launch by the Launch Marshal, or who take off without the Launch Marshal's permission, will be liable to a maximum score.</p> <p>A pilot who is not present at launch will be marked ABS in the results of that round and a maximum score will be recorded.</p> <p>A pilot who did not fly will be indicated as DNF in the results for that round and a maximum score will be recorded.</p>	2.21.2
7.3	<p>The interval between launches will initially be 2 minutes between pilots, but may be adjusted by the Launch Marshal if operationally required</p>	2.20.1
7.4	<p>Target Approach</p> <p>Competitors will be given a fair attempt at a target landing. If, due to wind conditions, they clearly do not have sufficient height to reach the target and choose to land safely, away from the target, they will be awarded a reflight.</p>	

7.5	<p>Landing</p> <p>Competitors will be scored according to the distance in centimeters between the first point of ground contact and the edge of the dead centre disc to a maximum score of 1000cm.</p> <p>The Measuring Field will have clearly marked circles set at 0.5 m, 2.5 m, 5 m and 10 m radius</p> <p>Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitor falls.</p> <p>Falling is defined as: any other part of the body or flying equipment (including any part of the harness, but excluding speed bar or foot strap) touches the ground before the feet do, or before the wing touches the ground, within the measuring field.</p> <p>If a competitor lands with both feet together and the first point of contact cannot be determined, then the furthest point of the footprint from the target is measured.</p>	5.1.1
7.6	The maximum wind speed at the target for the purposes of scoring is 7 m/s.	2.21.7
7.7	<p>Signals</p> <p>The official signal for pilots in the air to fly away from the target for safety reasons will be the waving of a red signal flag by an official in the measuring field.</p>	2.21.4
8	<p>PRE-FLIERS</p> <p>The official Championships pre-fliers will be notified to all pilots at the first competition briefing. They will be experienced pilots familiar with the local site, who understand the importance of their role in the Championships. They will not be competitors.</p> <p>Pre-fliers will fly at the start of each PG flight period, and if the launch is moved due to changing wind conditions during a round.</p>	
9	SCORING	
9.1	Individual scores shall be the sum of all scores achieved by that competitor. After Five (5) rounds are flown, a pilot's worst score is dropped. The winner shall be the pilot with the lowest score.	5.2.3
	As soon as is practical at the end of the round, the recorder will post the scores on the main notice board at the airbase, and at the HQ Hotel in the evening. These will be marked Provisional, with the posting time and date clearly visible. Any complaint against the Provisional scores must be lodged with the Competition Director within 2 hours of the scores being posted, except for the last round, when complaints must be lodged within 1 hour.	5.2.6
9.4	<p>Penalties</p> <p>Dangerous flying: First offence: formal warning. Second offence: maximum score for the round. Third offence: exclusion from the competition.</p> <p>The Chief Judge and Launch Marshal shall liaise with the Safety Director and the Competition Director to report incidences of dangerous flying.</p> <p>Other rule infringements: As for dangerous flying.</p>	5.3
10	JUDGING	

10.1	<p>Judging Team</p> <p>The Chief Judge and Event Judge will be qualified persons in accordance with the Judging Code and appointed by CIVL in consultation with the Championships organiser. They will have experience of Judging at international Paragliding Accuracy competitions and will be a current paragliding accuracy pilot.</p> <p>The Judges may include qualified persons from those judging the Parachuting CP event.</p>	
10.2	<p>All nominated Judges will be given a copy of the Judging Code (Section 7C) to which they must adhere. A Judge may have his appointment revoked by the Meet Director or her Deputy if he/she fails to maintain the standards of the code, or is guilty of misdemeanors during the competition.</p>	
10.3	<p>Video evidence.</p> <p>The organizers will provide video coverage of all competition landings, which will be available only in the case of a protest. If the organiser's video recording of a landing is not available or is inconclusive, this does not in itself provide grounds for awarding a reflight. The protesting pilot must rely on evidence from witnesses. In the case where amateur video evidence is available when an official complaint is made, the Competition Director and Chief Judge reserve the right to choose whether and when to view that video evidence. The decision will be made on a case to case basis.</p> <p>Further information on the policy on video evidence will be provided at the first pilot and Team Leader briefing.</p>	<p>2.6.8</p> <p>2.4.10.1</p>

11	<p>SAFETY</p>	
11.1	<p>Safety Committee</p> <p>A Safety Director will be appointed and a Safety Committee formed. The Safety Director's responsibility will be to monitor all aspects of safety. These include but are not limited to:</p> <ul style="list-style-type: none"> - addressing all pilots at a specific safety briefing, attending all pilot briefings, checking the meteorological conditions and especially the wind speed at launch and target, checking pilot separation, liaison with emergency services, preventing pilots launching with unsafe equipment, collecting incident reports, discussing any incidents with the Steward and presenting the conclusions at pilot briefings. <p>The Safety Director in conjunction with the Competition Director may stop the competition for reasons of safety. Any decision taken by him will be reported to the Steward.</p> <p>Safety Committee will include: Competition Director (or Deputy), Tow launch Director, Launch Marshal (or Deputy), senior member of Judging Team, plus two competitors elected by the athletes at registration time</p>	
11.2	<p>Emergency procedures</p> <p>An emergency crew (doctor and medical technician) with appropriate equipment will be available throughout the competition. 3 ambulance crew, appropriately equipped, will be present close to the target area.</p> <p>Expected response time for evacuation by ambulance to hospital is: 1 minute. Transport time is <5 minutes. Helicopter response time is approx. 10 minutes.</p>	2.6.5

12.1	<p>Operational regulations</p> <p>Air space will be reserved for the competition. Close liaison between the Safety and Meet Directors of both competitions will ensure no conflict between the two events (PG Accuracy & Parachuting Canopy Piloting).</p>	2.18.1
12.2	<p>RADIO TRANSCEIVERS</p> <p>Radios or other communication devices are not to be used by pilots during competition flights.</p>	2.21.1
13	<p>COMPLAINTS AND PROTESTS</p> <p>Complaints and Protests will be dealt with according to the procedures in Section 7C and General Section. A complaint may be made to the Meet Director or her Deputy. It should be made with the minimum delay and it will be dealt with expeditiously. If the complainant is not satisfied with the outcome, the pilot may make a protest in writing to the Director or her deputy. The time limit for protests is 2 hours after notification of the result of the complaint. The protest fee is \$50. It will be returned if the protest is upheld.</p> <p>An independent nominated International Jury committee will be convened on receipt of a protest. A list of potential nominees will be announced at the 1st Pilot briefing</p>	14.2
14	<p>Free flyers</p> <p>There will be no free-flying allowed from the Competition site, either by competition pilots or by free flyers, except when declared by the Launch Marshal or Meet Director .</p>	