

Local Regulations for
1st Pan American Paragliding Championship
CASTELO 2008



**1st FAI Pan American
Paragliding Championship**
Brazil - Espírito Santo - Castelo
12 to 22 march 2008

Espirito Santo, Castelo, Brazil
11th March – 22nd March 2008

Organized by:

ASSOCIAÇÃO CAPIXABA DE VÔO LIVRE
PREFEITURA MUNICIPAL DE CASTELO



ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

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These Local Regulations are to be used in conjunction with the General Section and Section 7b of the FAI Sporting Code.

1. GENERAL

1.1. The purpose of the championship is to provide a good, safe and satisfying flying contest in order to determine the Pan American paragliding champion and national team and to strengthen the friendship among pilots and nations (Section 7, 5.2).

1.2. PROGRAM

Training day	March 11 th , 2008	11.00
Safety meeting (mandatory for all pilots)	March 11 th , 2008	17:00
Registration	March 10 th -11 th , 2008	11.00-17:00
Opening Ceremony	March 11 th , 2008	19:00
Contest Flying Days	March 12 th - 22 nd 2008	
Closing Ceremony, Prize Giving	March 22 ⁿ	21 :00 h

DAILY SCHEDULE

- 08h00 - Headquarters open
- 08h20 - Deadline for protests for the previous day
- 09h30 - Team leader briefing at the main HQ
- 10h00 / 10h30 - Transport to take-off
- 11h30 - Meet Director / Task and Safety Committee meetings
- 12h00 - Pilots' briefing / Previous task official results / Protest resolutions / Task definition
- 12h30 - Take-off window opens
- 17h00 - Scoring office opens at the main Headquarter

- 18h00 - Safe landing report deadline - as soon as possible, if landing is after deadline, then maximum 30 minutes after landing.
- 21h00 - Scoring office closes
- 22h00 - Provisional results
- 23h00 - Complaints resolution published

1.3. OFFICIALS

Org. Competition chairman	Marcos A Pinheiro
Financial director	Eduardo Destefani
Technical director	Saimonton Medeiros
Safety Director	Paulo Louzada
Competition Director	Jose Luiz
Comp. Director Assessor	Felipe Larica
Deputies: Task Setting	Jose Luiz
Boarding	José Luiz
Take-Off Marshall	Sergio Kawakami
Start Marshall	Eduardo Destefani
Goal Marshall	Almir Poltronieri
Scoring	Alexandre Fett
Meteorologist	Mauricio Medeiros
Transport and Retrieval	Dioclesio Rosendo
Communications	Dioclesio Rosendo
Security	Paulo Louzada
Chief of Health Committee	Lúcio Cesconetto
First aid	Fire Brigade of State GRAER – Military Helicopter rescue
Secretary	Camila Bonesi
Computing	Alexandre Fett
Accommodation	Mauricio Medeiros
Public Relations	Caio Sales
Marketing	Caio Sales
Media/ Press	Caio Sales
Jury President:	Leonard Grigorescu, Romania
Jury members:	Vitor Pinto, Portugal Giovanni Vitola Sutter, Guatemala
Stewards:	Scott Torkelsen, Denmark Fernando Amaral, Portugal

1.4. ENTRY

The Championship is open to all Member and Associate Member countries of FAI within the Pan American continents, who may enter a team of up to a maximum 6 eligible pilots. In addition these countries may enter further pilots up to a maximum of 6 eligible pilots so that the total pilot entry from each Pan American NAC is 12.

Additional eligible pilots from other continental regions may be accepted if there are available places. These will be allocated in the order of

application from 12th February 2008. Applications will be accepted for the waiting list after the publication of these rules.

Entries must be made on the Official Entry Form and include the entry fees. The entry deadline is 12th February 2008.

1.4.1. Applications, with fees paid, not received by the entry deadline may be refused or allowed with a 10% penalty.

1.4.2. The entry fee is USD 430 per pilot and USD 215 for Team Leaders. Entry fees from all other countries (with the exception of the USA, Brazil and Argentina) are to be paid in to the following account:

Bank: HSBC
Negotiate: 1089
Bill: 15409-60
Name: Airfly
CGC: 07599423/0001-19

American Dollar

SWIFT/BIC Code:MRMDV533 SWIFT: BCBDDRPR

Entry fees from the United States of America, Brazil and Argentina are to be paid in USD directly to the FAI at the following account:

FAI bank account details:
Credit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland

Account name Fédération Aéronautique Internationale
Account Number (USD): 0425-457968-32-1
IBAN Code: CH31 0483 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A

The following items are included in entry fee.

Color Map with turnpoints
Contest numbers, identity badges and all competition paper
Transport of gliders and pilots to and from the take-off site
Retrieval from out landings along stated route

Packed lunches with juice or water
2 Dinners with local food

1.5. INSURANCE

Documentary proof in English or Portuguese of insurance covering public liability risk to a value of USD.1,000,000 must be presented to the organizers before the start of the championship, as well as a personal accident insurance covering medical assistance and repatriation (S7, 5.14).

2. GENERAL COMPETITION RULES

2.1 REGISTRATION

On arrival, the team leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The end of the official registration period is considered to be the official start of the championship. The following documents are required: (S7, 5.16)

- Pilot qualifications;
- Evidence of competitor's nationality;
- Pilot's valid FAI Sporting License;
- Receipt for payment of entry fees by the closing date;
- Satisfactory evidence of glider airworthiness and line strength certificate;
- Certificate of Insurance as detailed on paragraph 1.5;
- Declaration of exclusion of liability for the organizer;

The Registration office will be open:

March 10th -11th 11.00 – 17.00

The closure of registration is considered as the official start of the championship.

2.2 ELIGIBILITY

The criteria will be the WPRS ranking as of the 1st December 2007. The minimum requirement is to be in the top 2000 WPRS ranking.

3. REST DAY (Section 7b, 2.22)

After 6 consecutive flying days there will be one rest day, unless it is the last day of the competition.

4. COMPLAINTS AND PROTESTS

A complaint may be made to the meeting director or his deputy by the team leader in writing, to request a correction. It should be made at the latest 2 hours after publication of the provisional results. It will be dealt with expeditiously.

If the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Director or his Deputy.

The time limit for submitting protests is 8 hours after the outcome of the complaint is announced, except for the last contest task, when the time limit is 1 hour after provisional results are published for complaints and 2 hours for protests. The protest fee is \$50 US. It will be returned if the protest is upheld (S7, 5.4.5).

5. TAKE-OFF METHODS

Foot launch from hill site, Ubá take Off

Located at : Corrego do Ubá , Castelo ES Brazil ,

Details: 920 m asl , ne-nw range , 85 m long and 30m wide ,

Coordinates (dd mm. mmm' WGS 84) 20° 36.200' S 041° 05.146' W

5.1 ORDERED LAUNCH

An ordered launch method will be used. The order will be according to the WPRS ranking as at the 1st March 2008, after that the actual competition ranking will be used.

**First competition day*: The top 15 male pilots and the top 5 female pilots based on WPRS have the right to enter in the take-off area whenever they want.

**Following days*: The top 15 male pilots and the top 5 female pilots based on the most recent overall championship results have the right to enter in the take-off area whenever they want.

6. RADIO TRANSCEIVERS

It is mandatory that every pilot has a functional radio capable of receiving the competition frequency.

Radio transmitters are permitted for communication between competitors, drivers and team leaders and between them and the organizers. Only frequencies allocated by the organizers and allowed by the Brazilian law may be used.

For safety reasons is mandatory that one pilot or team leader monitors the safety frequency at all times during the competition task.

FREQUENCIES

Safety frequency is: 144.450 MHz.

Retrieval frequency is: 144.650 MHz.

Voice activated microphones (VOX operated) are not allowed.

At the registration, each team shall communicate the requested team frequency to the organizers.

The use of mobile telephones for retrievals and landing reports is highly recommended.

7. RETAKE-OFF

A competitor will be allowed to re-launch to attempt the task within the stated take-off period if the reason is safety related and accepted by the Meet or Safety Director.

8. TASK PERIOD

Times of window open for take-off and times for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing.

The minimum period of time that the launch window must remain open for the day to be considered valid is one hour.

9. MAXIMUM WIND SPEED

No task will be set with an average wind speed above 30 km/h at launch. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

10. SCORING

10.1 For scoring, the Race 6.2 scoring program will be used and scoring formula will be GAP 2002. Flight verification will be done by CompeGPS software.

GAP Parameters:

- Percentage at goal: 30%,
- Minimum distance: 5 km.
- Nominal distance: 50 km.
- Nominal time: 2 hours
- Pilots finishing speed section but do not reach goal shall only get 80% of their speed points.

- 10.2** GPS track log evidence is the only way to verify and provide data for flights. The track logs of two or more GPS units together may be used to provide a required track log. To be considered valid, the GPS track log has to comply with the current requirements in Section 7B of the FAI Sporting Code, chapter 16
- 10.3** Only track logs from 3D GPS devices will be accepted and only types of GPS devices that are supported by CompeGPS competition version 6.1b.
- 10.4** A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day This score shall be a percentage of the winners score decided by the competition director. Pilots leaving before the start gate opened, are awarded minimum distance points.
- 10.5** Pilots must fill in landing and safety forms after each flight to receive valid scores for the day.
- 10.6** The team score will be in accordance with S7B (13.3.2). It is calculated as the daily sum of the scores of 3 nominated pilots, measured each day, and added daily to produce a total score for the competition. The scoring members of each team are to be nominated to the organizer before the start of the championship.
- 10.7** For safety reasons, the Meet Director or the Safety Director may stop the task while it is running. If it is a race to goal task and at least one pilot is in goal, the task should be considered as valid and the competitor's scores will be determined from their GPS track log position at the time the task was stopped.
- 10.8** The Meet Director has the power to stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety.
- 10.9** Only pilots from FAI Nations from the Pan American continents will be ranked in the final results for this championship however the flight performances of all entered pilots will be used when calculating task results.

11. PENALTIES

- **Cloud flying (2.20.6):**

- 1st offence - zero for the day

- 2nd offence - expelled from the competition

- **Wrong turn direction:**

- 1st offence – warning

- 2nd offence – 100 points then doubling for every offence after that.

- **Dangerous and aggressive flying**

- 1st offence – warning

- 2nd offence – 100 points then doubling for every offence after that.

- **Aerobatics after reaching the goal line:**

- 1st offence – warning

- 2nd offence – 100 points then doubling for every offence after that.

- **Top Landing after the launch window is open**

- 1st offence – 100 points then doubling for every offence after that.

- **Failure to report back:**

- 1st offence - zero for the day.

- Subsequent offence – expulsion from the competition.

- **Too much ballast (2.20.8):**

- 1st offence – 100 points

- 2nd offence – zero points for the task

- 3rd offence – expulsion from the competition

The Meet Director may impose other penalties at his discretion for other rule infringements.

12. THERMALLING

12.1. All pilots must read, understand and follow section 18 in Section 7b, Thermalling Rules and Techniques

12.2. Pilots must turn left on odd days and right on even days between the launch and start gate, or as stated at the daily briefing.