LOCAL REGULATIONS

17th FAI WORLD HANG GLIDING CHAMPIONSHIP 2009, LARAGNE-CHABRE, FRANCE

(Version 1.0 - Approved by the CIVL, January 2009
Version 1.3 – Amended – approved by CIVL)

AT: MONTAGNE DE CHABRE, CHATEAUNEUF DE CHABRE, LARAGNE**,** FRANCE

ON: JUNE 20 – JULY 4, 2009

ORGANISED BY CHABRE 2009 on behalf of the FEDERATION FRANCAISE DE VOL LIBRE

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

(E-Mail) Address of the organising National Aero Club: info@ffvl.fr

(E-Mail) Address to which any correspondence should be sent in advance of the event: worlds@chabre2009.com

Website where information about the competition can be found: www.chabre2009.com

These local regulations are to be used in conjunction with General Section and Section 7A of the FAI Sporting Code. Reference numbers for Section 7A used in this text should be cross checked with the latest edition of Section 7A.

PURPOSE
The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the individual and team champions in Class 1 and to reinforce friendship amongst pilots and nations. **(2.2)**

PROGRAM: (check on website for timings):

Registration at HQ: (Salle des Fetes, Laragne)
HQ GPS co-ords: N 44.18.892' E 005.49.388' (datum WGS 84)

Registration times:

June 19th	Afternoon: 14.00 to 20.00
June 21st	Morning : 09.00 to 12.00 (Please check website for latest information)

Practice task

June 20th	Details of timing at registration.

First team leader briefing (at HQ)

June 20th	19:30

Mandatory pilot safety briefing (at HQ)

June 21st	Time to be confirmed

(It is mandatory for all pilots to attend the Safety Director's briefing (2.6.22) prior to the commencement of flying; pilots who fail to do so will not be allowed to compete). **(2.6.22 & 2.17.1).**

Opening Ceremony & reception

June 21st	Programme to be confirmed

Contest Flying Days
June 22nd – July 3rd 2009

Closing Ceremony, prize giving, & reception

July 4th	Programme to be confirmed

Competitors are reminded that they are expected to attend the Opening and Awards ceremonies (S7A **14.2.2**)

Training on site
Generally unrestricted through year (check for competitions)

OFFICIALS

Meet Director	Heather Mull
Safety Director	Ali Gali
Deputy Meet Director	David Owen
Event Director	David Owen
Competition Office Manager	Louise Joselyn
Main Take-off director	Bernard Kurtz
Goal marshal	Remko Farjon
Scoring	Brian Harris
Transport Manager	David Owen
Press Relations Manager	Louise Joselyn
Air Marshals (if any)	TBA
FAI Steward	Flip Koetsier (Netherlands)
FAI Jury	John Aldridge (UK)
	Scott Torkelsen (DK)
	Kurt Meyer (GUA)

ENTRY
1.1 The 2009 FAI Hang Gliding World Championship is open to all Member and Associated Member countries of the FAI who may enter any number of pilots holding a valid FAI sporting licence in accordance with the following procedure and up to the limits specified in 1.1.5:

1.1.1 Each NAC is invited initially to submit a team of up to four pilots (and this may comprise any combination of males and females) by 31 January 2009 A deposit of 100euros per pilot must be received by this date to reserve the places.

1.1.2 If the total number of pilots registered, with deposits paid, at 31 January 2009 does NOT exceed 120, an extra allocation of 1 pilot per team shall be offered to nations, in descending order of the nation WPRS ranking (on 1 February 2009) to bring the total maximum number of pilots to 130. In this allocation process France, the host nation, will be treated as equal to the nation ranked highest in the WPRS.

1.1.3 Pilots entered in the extra allocation process will not form part of the national team until all nations who entered a full team of 4 pilots initially have been offered a further place.

1.1.4 Any places that subsequently become available will be offered according to this allocation process until the allocation deadline of 20 May 2009. A second round of allocation will only be offered if the first round results in fewer than 120 pilots entered.

1.1.5 The maximum number of pilots entered by each nation shall not exceed 6 and the maximum team size shall not exceed 6.

1.2 Entries must be made on the official online entry form by the following registration dates:

A: NAC/Nations registrations – nomination of team of up to 4 pilots by: 31 January 2009

Deposit of 100euros per pilot must be paid by: 31 January 2009

Confirmed pilot names, and payment in full to be made by: 1 April 2009

B: Allocation round (minimum 10 places to allocate) to begin on: 1 February 2009

Payment in full for additional pilots to be made within 20 days of offer, and by 20 May 2009 latest

Entry will be confirmed upon receipt of full payment

The standard entry fee is **400 euros** per pilot. Team Leader fee is 150 euros.

A special package for drivers, assistants and partners will be advertised on the competition website, and payable at registration.

1.3 The 3 highest ranked nations in the WPRS (Germany, France & Italy) are to pay their entry fees, including those for any additional pilots, direct to the FAI account at:

Credit Suisse Private Banking
Rue du Lion d'Or 5 – 7
Case postale 2468
CH – 1002 Lausanne
Switzerland
Account name: Federation Aeronautique International
Account number: (Euro): 0425-457968-32
IBAN Code: CHF 31 04830 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A

1.4 REFUND POLICY:
In the event of a paid pilot withdrawing from the competition before 1 May, 2009, and who cannot be replaced by a qualified pilot from that nation, a minimum refund of 250 euros will be offered. Cancellations received after this date will not be eligible for a refund except at the organiser's discretion.

2 Competition Validity. First place in the 2009 World Hang Gliding Championship shall only be awarded if the sum of the daily winners' scores are equal to or more than 1500 points, as determined by the authorised scoring formulas. **(2.4.6.1 & 5.8)**

3 GENERAL COMPETITION RULES:

3.1 REGISTRATION

On arrival the competitors and team leader shall report to the Registration office (see times above) 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. **(2.13)**

An addendum to these Local Regulations covering requirements for Sprog Setting Measurements will be published separately.

3.2 The following are required:

- Pilot's national rating qualifications
- Evidence of competitor's nationality (passport)
- Pilot's **valid** FAI Sporting Licence
- Satisfactory evidence of glider airworthiness **(12.3). ** Pilots must sign the glider certification statement in Annex B or satisfy the requirements as outlined in **S7 12.3.2 & 12.3.3** regarding flying prototypes. A letter from the manufacturer giving that pilot permission to fly the prototype, noting serial number and information on sprog settings, must be provided. (See also Addendum on Sprog setting measurements published separately.) ~~NB Certified Glider Statement and Manufacturers' Prototype certificate are being revised. Check website for new version. Please ensure you have the relevant up to date certificate.~~
- Certificate of Insurance (with English translation as necessary) to include medical, repatriation and personal liability (flying) cover. **See Annex A for details.**
- At least one **3D GPS** for flight verification (backup strongly recommended) for registration with make, model and serial number available. All backup GPS units must also be 3D.
- Pilot, team leader and driver mobile telephone numbers. Any other contact numbers available.

3.3 COMMITTEES:

A task advisory committee will be elected at the mandatory pilot safety briefing. Team leaders will elect a safety committee at their first briefing **(2.6.3 & 2.6.4).**

4 WIND SPEED

The maximum wind speed in which a task shall be flown is 37km/hr, including gust readings. Measurements will be taken at the launch site.

5 EQUIPMENT

5.1 RADIOS & MOBILE PHONES:

A 2m, VHF (widebanded: 140 to 144MHz) radio transceiver compatible with the competition frequency and able to receive and transmit on the FFVL frequency, 143.9875MHz is mandatory. Team leaders must be able to monitor the competition frequency during tasks as must pilots without a team leader. Radios are for communication between competitors, team leaders, drivers and the organisers. Only frequencies in the range allocated by the organisers may be used. Information on the competition radio frequency and the range allocated for pilot use will be available at registration. All pilots and crews MUST submit their team frequencies and mobile telephone numbers at registration. This information will be used by the competition and/or safety directors for safety purposes. **(2.19.2)**

5.2 COMPETITION NUMBERS:

Numbers will be provided and are required on the underside of the right hand side of the pilot's wing (number points to leading edge). Pilots with an existing number may use this number in the 2009 World Championships only if pre-registered with the organisers, and later agreed at registration at the competition HQ. Pilots who have a glider with a black/very dark under surface will be supplied with white number tape. **(2.12)**

5.3 GPS Equipment

Each pilot must ensure that he/she has equipment that is secure and compatible with the CIVL Flight Scoring (FS) GPS flight verification software that is to be used. All pilots must, as a minimum, fly with one GPS unit capable of recording altitude as part of the tracklog. Back up GPS units must also be 3D. 2D GPS units are no longer permitted in Category 1 events for providing flight evidence.

6 TAKE-OFF METHODS:

6.1 Foot launch from hill sites

Type of launching – will be **ordered launch** on the **Chabre** high south/north launches and low north launches, and **open window** (free take-off without any set launch order) if the launches at **Aspres** are used.

Ordered launch rules: Pilot launch order on the first day will be determined by the 1st June 2009 WPRS ranking and thereafter will be based on the **overall** provisional results**.** The order of the top 30 from the WPRS on the first day and from the overall provisional results thereafter will be reversed so that the pilot in 30th place will launch first. Launch marshals will call the order of launching. Pilots must be completely ready to fly when the launch marshal calls him/her to move into the launch lane. Pilots not ready will have to launch after all remaining pilots waiting to launch in that lane.

Once the top 30 have launched the launch order will revert to normal order. Pilots will be spread evenly over the launch lanes and must launch from the lane they are allocated to (see launch diagrams) unless otherwise directed by launch marshals. A pilot may choose to wait on launch until a push is made from another pilot at which time the normal push rules apply. **Once the main launch window opens, pilots must be ready to launch in case of an immediate push.**

6.1.1 PUSH RULE: The take off "push" system will be used. **(2.24.6).** For ordered launching, only pilots in their harnesses, ready to take off are allowed to push. For open launching (e.g on Aspres) only pilots in their harnesses, ready to take off and **in the launch or access lane** are allowed to push. In both instances, a push will apply only to the launch lane the pusher is in. Pilots will have 30 seconds to decide to launch or not, then 30 seconds of uninterrupted launchable air to launch. If the decision is not to launch, a pilot must queue behind all pilots remaining to launch (names will be put on a list). The pusher has no decision time on launch and must launch within 30 seconds of uninterrupted launchable air **or score zero** for the day.
In the instance of a pilot wishing to launch when nobody else is interested in starting (e.g during stable conditions) the launch director may permit the pilot to enter the launch lane without the entire push process being conducted – typically known as a "Clayton's push" to aid getting pilots off the launch site on slow days

6.1.2 EARLY LAUNCH WINDOW:
To aid pilots further back in the setup area to launch earlier, there will be an early launch option prior to the main launch window. This may be discontinued during the competition if the meet director and launch staff feel this system is not working well. The guidelines are:

- 9 pilots **outside the top 30** from the overall provisional results (1st June 2009 WPRS order for first task) may use this option. Pilots will be divided evenly between the start lanes.
- There will be 10 minutes of early launch unless specified otherwise at the task briefing;
- Pilot names must be submitted between 8.30 – 8.45am at HQ – no names accepted on launch. Set up order will be in the order the first 9 names are randomly drawn (no.1 drawn sets up in Lane 1, no.2 in Lane 2, no.3 in Lane 3, then no.4 in Lane 1, no.5 in lane 2, etc).
- The 9 pilots will rig in the launch lanes – no tie downs will be available.
- Early launch pilots must launch in the time specified, otherwise they can be pushed by the main launch pilots in which case they will have no decision time and must launch within 30 seconds of uninterrupted launchable air. If the decision is not to launch, a pilot must queue behind all pilots remaining to launch (names will be put on a list).
- Pilots nominated in the early launch list are not permitted to withdraw from this list.
- During early launch a push in a lane applies to that lane only.

The main launch will begin at the time specified during task briefing or may commence immediately after all early launch pilots have launched.

6.2 Take-off sites:

Montagne de Chabre – 1352m ASL. A ridge with north and south launches on top – 3 start lanes on each side, grassy on the north slope and a combination of grass and shale rock on the south slope. The intention is to use only the high launches during the competition, however the lower north launches may be used if deemed appropriate by the organisation. Paved roadway almost to the top – accessible by 2WD.

Aspres (La Longeagne) – 1564m ASL. South Westerly facing hill site with W and SW take offs. Large, grassy set-up area. Unpaved road to top – accessible with care by 2WD.

6.2.1 Access to and set-up on Chabre:
Due to the limited parking and set-up space on Chabre there will be strict guidelines (supplied at Registration):

- A competing pilot or pilot driver's vehicle being driven up to Chabre summit should be transporting **at least 3** competition gliders.
- All parking attendant instructions must be followed promptly.
- **The circular area at the top of the road is to be kept free at all times for helicopter use if needed.**

- The roadside immediately adjacent to the turning circle will be reserved for portable toilets and the medical and safety teams.
- An unloading area close to the turning circle will be clearly marked
- An area reserved for organisation & officials' vehicles will be clearly marked
- A shuttle-bus service will be used for team leaders or pilots who need to park further down the road.

6.2.2 Set up on Chabre for the first competition day will be based on the WPRS ranking list (current 1 June 2009 ranking) and thereafter on the total overall **provisional** results. Numbers indicating rigging position will be placed on launch. The intention is to have a chain and tie-in system secured to the site for as many pilots as possible in case of dust devils. Tie down straps must be placed **through** the chain link, with the basebar placed on top of the rigging number.

Any competing gliders rigged in start lanes must be moved out to the correct setup position before the pilot briefing. Pilots will need to supply their own tie down strap and if desired, material to place under base bars (presence of shale rocks).

6.3 In the event of dangerous overcrowding in the air around launch the competition director (or main launch or safety directors) may close the launch temporarily until congestion has eased.

6.4 A qualified paramedic will be present on launch at all times during the launch open window and the task area is well serviced by local ambulance and rescue services (Pompiers). These services will be informed prior to the event and asked to be on standby. If required a helicopter can be called in from Gap (30km flight distance from Chabre). Several rescue helicopters (Gendarmerie, Pompiers, SAMU) are available within less than 1hr flying time of the take offs and course lines.

General Daily Schedule: (all times subject to alteration)

8.30 to 8.45am	Early launch pilot names to be given to launch marshal at HQ
8.45am -	Team Leader Briefing at HQ - review of previous day, daily schedule.
9.30am –	Official transport leaves for take-off (for pilots who have paid for transport option)
10.15am –	Task Advisory Committee & Safety Committee meeting on launch
11.15am –	Pilot task briefing on launch
12.00 -	Launch window open

Report back time to be announced daily at task briefing.

7 WAYPOINTS

7.1 Cylinder starts will be used and these may be either entry or exit. The type of start and the dimensions may vary from task to task and will be specified at each task briefing **(1.6.7.9)**

7.2: Start Gate height limits: ~~**Provided that the system and equipment is approved by the CIVL at the 2009 Plenary,**~~ At any task briefing the meet director may specify an altitude limit for crossing the start line into the speed section of the task, i.e, either entering or exiting the start cylinder, depending upon the type of start used for that task. Penalties for infringements of these limits shall be ~~an exception to 2008 S7A rule 2.28.2.1 and shall be~~:

$$\text{Penalty (in points)} = \frac{T \times H^2 \times (0.001 \times \text{Task Winner's Score})}{100}$$

- T = Temporary factor of ½
- H = Pilot's height (in metres) above start limit

The maximum penalty that may be applied is equivalent to 50% of the task winner's score. Any pilot who does not supply a 3D track log for this section of the task will receive the maximum penalty for start height infringement. **(2.29.2.1)**

7.3 A site **turn direction** will be used unless specified otherwise at the task briefing. Left turns will be used up to the start gate when launching from Chabre south, right turns from Chabre high and low north launches. Turn direction from Aspres launches will be announced at the briefings and posted on the Taskboard.

7.4 Turn Points will be cylinders of 400m radius unless otherwise specified at the task briefing **(1.6.8).** In the interests of safety, a turn direction at turn points may be specified at the daily task briefing.

7.5 Goals will be a virtual line of 200m on either side of the goal coordinates, unless otherwise specified at the task briefing. Wherever possible, there will also be a physical line with wind indicators at each end placed over the virtual line co-ordinates (or as close as possible to) as a **flight reference** for pilots. The goal marshal will record the order of the **first 15** gliders crossing the physical line to aid the scorer and where possible will record the crossings with video. In the event of a dispute the finishing order as recorded by the goal marshal will take precedence over GPS tracklog order.

8 LAUNCHING AND REFLIGHTS:

8.1 Competitors will be allowed **one** take-off only to attempt the task within the stated take-off period unless the south side of Chabre is used for launching – in which case **two** take-offs will be permitted, but only if the pilot has not taken a start gate after the first launch. In this case, pilots must use the official south landing ("le poisson" N 44°16.773 E 005°46.456) and use organis ation transport back to launch. The final transport will typically leave the south landing **one hour** before the window closing time, but the time will be set at the briefings and may be weather dependent. Pilots who bomb out and are not on this final transport will not be permitted to re-fly.

8.2 A failed take-off attempt or safety problem arising immediately after take-off which results in a landing will not count as one of the permitted number of take-offs. Pilots must report to the Start Marshal before the second take-off attempt. **(2.26.1)**

8.3 Pilots may not enter the start lanes unless they are fully ready to fly. At no stage is a pilot permitted to launch without having been given permission by the launch director who is present at his/her lane. If the situation arises where launching is possible simultaneously from the north and south sides of Chabre (switching wind conditions) there must still be a launch director present before a pilot may launch and pilots must launch only from the launch lanes approved by the meet and safety director at the time based on the observed wind conditions. Marshals will be in the start lanes to carry out checks, which all pilots must allow them to do.

8.4 In a situation where the wind on Chabre launch switches from south to north or vice versa requiring launching to switch to the other side of the ridge, pilots ready to launch in the start lanes will be launched as soon as practicable with existing start order being maintained as far as possible. *This may mean the current line up will launch in reverse order before the correct order can continue.*

8.5 In the interests of safety all pilots who intend to fly for the day must sign a **SIGN IN** sheet before launching (this will be at launch) and also **SIGN OUT** again at HQ after the task, even if they do not actually fly, and also if the task has been stopped. Penalty points may be applied for failure to follow this rule.

9 TASK PERIOD

9.1 Times of window open for take-off and time 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 and an extension may be used when the launch marshal/meet director deems conditions have considerably slowed launching or when launch has been closed (for example in the case of an accident.)

9.2 The minimum period of time that the launch window will remain open for the day (**launch**) to be considered valid is 45 seconds per pilot divided by the number of launch points that can be used **(2.24.1)**.

10 SCORING AND FLIGHT VERIFICATION

10.1 Scoring and Track verification will be done using FS (Flight Software) developed for the CIVL using the GAP 2002 formula which will use leading points, time points and arrival position points.

GAP parameters: Minimum distance: 10km, Nominal distance: 60km, Nominal time: 2 hours, Percentage at goal – 30%

GPS set up: WGS 84, hddd,mm.mmm' (degrees, minutes, decimal minutes) offset: + 02:00 (hours)

10.2 3D GPS track log evidence is the only way to verify and provide data for flights.
The track logs of two 3D GPS's together may be used to provide a required track log. **(15.2)**
To be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code.

10.3 Team scoring will be in accordance with S.7A **(5.7.2)** with a minimum of 3 scoring pilots in each team.

10.4 Scoring a stopped task. A task which has been stopped but not cancelled shall be scored if **at least 1.5 (one and a half) hours** have elapsed since the first valid start is taken by a competing pilot or at least 1 pilot has achieved goal. The score back time is equal to the time between start gate windows or a minimum of 15 minutes in the case of a race task **(5.5.8) and will be applied to all pilots whether in goal or not.**

Pilots in the air who have been notified that the task has definitely been stopped or cancelled are requested to open their harnesses and cycle their legs in the air to indicate to other pilots that the task has been stopped. Pilots who do this when the task has not been stopped or cancelled will be penalised at the meet director's discretion.

10.5 Early start (15.5.7.3) Where a track log shows that the pilot started before the first permitted start time he/she shall be given a time penalty equal to 10 times the amount of time between his/her actual start time and the first permitted start time; this time penalty shall be added to his/her total task time. The maximum amount of early start for this rule to be applied is 5 minutes; any pilot starting earlier than 5 minutes before the first permitted start time shall be scored to minimum distance only.

10.6 Pilots must fill in landing and safety forms after each flight. Pilots must also report back after stopped tasks.

10.7 A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score will be updated to take into account his average day-weighted scores of the whole meet so the score will be adjusted after each task. The competition director may also award extra points. **(5.6.1)**

10.8 Pilots may use any model of 3D GPS unit that is compatible with the CIVL FS flight verification software to be used at this event (see 4.3 also). This includes any 3D GPS that can be downloaded using GPSdump. See http://www.gethome.no/stein.sorensen/ for a list of supported GPS units.
Pilots with other models may be required to provide hardware, software and methodology for downloading.

11 PENALTIES (5.8)

11.1 Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who fly into clouds will incur a penalty for the day. A pilot is deemed to have flown into a cloud if he/she is observed by a meet official or by a nearby air marshal going into and disappearing into a cloud, or: if 2 pilots from 2 different countries/teams witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing, and if barograph or 3D GPS traces from the accused show the accused significantly above nearby pilots at the time of the incident.

If the accused cannot produce a barograph trace for that day or a 3D GPS track log, only 2 witness statements are required. It is highly recommended for all competitors to fly with a recording barograph. Witnesses should press Mark/Enter when they witness a pilot going into a cloud. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.

It is recommended that a pilot sucked into cloud who did not have the intention of gaining an advantage should perform a figure 8 manoeuvre once out of the cloud and fly back along the course line until the extra height gained is lost before continuing on course so that other pilots can see it had not been intended.

S7 penalties apply for verified infractions. For the first infraction the pilot will score zero for the day and a further infraction will result in the pilot being excluded from the remainder of the competition **(2.17.8 & 2.17.10)**.

11.2 Controlled Airspace:
Pilots are expected to familiarise themselves with all controlled airspace and any competition altitude limits in the vicinity of course lines from the maps and information supplied. The responsibility is on the pilot at all times to prove that he/she has not infringed airspace or competition altitude limits. The track logs of at least the top 20 pilots for each task will be checked for airspace infringement. Other random checks will also be made.

Competition Altitude Limits will be shown on the competition maps and all restricted areas will be clearly marked. Altitude from the pilot's track log will be checked using barometric altitude using the standard pressure setting of 1013.25hPa and verified using the scoring software. Primary units will be meters.
It is the pilot's responsibility to understand whether his instruments record and/or display barometric or GPS altitude, or both, and what corrections are made automatically. He must ensure his instruments are set correctly before he flies. A QNH pressure altitude for the day, with corresponding height, will be posted on the Task Board each day.

Penalties for verified infractions of controlled airspace or competition altitude limits will be applied as per Section **7A 2.29.2.1 & 2.29.2.2**
(See 7.2 above, for when start gate height limits are set and the penalties applying to infringement of those altitude limits)
See Addendum on Altitude Verification for further information

11.3 Instructions from officials:
Failure to follow directions from meet officials as soon as possible after they are given may result in penalties being applied at the meet director's discretion.

11.4 Abusive behaviour towards meet officials or other competitors will not be tolerated and penalties will be applied at the meet director's discretion **(Chapter 11 S.7A).**

11.5 Reporting back late: For each task there will be a latest report back time stated. For safety reasons, pilots who have not notified organisers of their landing by this time will receive a warning for a first infringement, for a 2nd infringement will lose 25% of the day winner's score and will score zero for any further infringements (unless a reasonable explanation is offered as soon as possible to the Meet or Safety Director). Penalty points may also be given for late GPS downloads.

12 REST DAYS
The competition director may declare a rest day after not less than four days of consecutive flying, unless this is the last day of the competition **(2.21)**
After the fourth consecutive day of flying there will be an announcement on the evening of that fourth day and published at HQ about whether there will be a rest day.

13 COMPLAINTS AND PROTESTS
The scorer shall publish provisional task results in the evening of the day the task was flown. When this is not possible (late retrievals), they will be published as close to **8.00am** the next day as possible.
Competitors are recommended to request correction of mistakes as soon as possible. A complaint in writing may be made to the Competition Director, preferably by the team leader, to request a correction.
The time limit for complaints is **12 hours** after publishing of the **provisional results, except for the last competition task it is 2 hours.**
If the complainant is not satisfied with the outcome, the team leader or pilot may make a protest in writing to the Competition Director or her/his deputy (See General Section chapter 5 and Section 7 Chapter 14).
The time limit for protests is **12 hours** after publication of the provisional results or the notification of the result of the complaint, except that after the last competition task it is **2** hours.
The protest fee is 50 euros. It will be returned if the protest is upheld. **(2.4.7)**

INSURANCE REQUIREMENTS

It is the responsibility of each competing pilot to ensure that he has valid insurance cover.
The organisers will require competitors to provide the following proofs of insurance before flying in the competition:

1. Public Liability Insurance (Responsabilité Civile)
This is a mandatory legal requirement in France.
2. Insurance covering Medical costs and Repatriation (Search and Rescue strongly recommended)
Documents should clearly show the pilot's name, dates of validity, the nature and amount of costs covered, and the telephone number to call in the case of an accident. An English (or French) translation should be provided for documents in other than these languages.

Note that pilots are responsible for their own insurance. Uninsured or inadequately insured pilots will have **no** legal recourse to the Organisers, the FFVL or the FAI

The following insurance may be arranged on arrival through the FFVL :

- **Responsabilité Civile - €20** (Policy AXA CS n°XFR0005430AV08A)
Public Liability (to €4.6m)
- **Repatriation supplement - €4.50*** (Policy EUROP ASSISTANCE n°58 394 444)
Search and Rescue to €10k plus Repatriation
*Limited to certain countries (Most of Europe and some African countries). See website for details (www.chabre2009.com under Pilot Information).

For pilots from other countries, the FFVL offers an alternative special extension covering repatriation and search and rescue expenses, only for the duration of the competition:

- **"Assistance Rapatriement" - €20** (Policy EUROP ASSISTANCE n°58 394 444)
Search & Rescue (to €10k) and Repatriation (worldwide).

A personal accident insurance is also optionally available:

- **Individuelle Accident - €30** (Policy AXA CS n°XFR0005430AV08A)
Including medical costs up to 3000€, and death and disablement compensation.

Insurance may be arranged on arrival BUT MUST BE REQUESTED IN ADVANCE – BEFORE 19th JUNE, 2009. Further details on request.

Note: Any pilot requiring insurance via FFVL will become a member of the FFVL and should bring with him a Medical Certificate declaring he is fit to fly in competitions.

Annex B to Local Regulations

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the following glider:

…… (Class, make, model)

that I will fly in the 2009 Chabre Hang gliding World Championship from 20 June 2009 to 4 July 2009, is certified by one or more of the internationally recognized certifying bodies (namely the DHV, HGMA or the BHPA).

Furthermore I declare that it is in certified configuration and I undertake not to alter this configuration. I understand that I am the sole individual responsible for the integrity of my glider.

To the best of my knowledge my glider and equipment are damage-free and airworthy.

Signed on this date: _____

Signature of Participant: _____

Printed name of Participant: _____

Address of Participant: _____

_____

Signature of Witness : _____

Printed name of Witness : _____

Address of Witness:

_____

If your glider is NOT a certified model or is NOT in certified configuration

DO NOT SIGN THIS STATEMENT

but instead comply with Section 7A 12.3

Annex C to Sample Entry Form

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights ***:***

1. I am a participant in the 2009 Chabre Hang Gliding World Championship, held at Montagne de Chabre, and other sites in the region of Laragne, France, from 20 June 2009. to 4 July 2009. ("the competition"). I acknowledge that participating in the competiton or any other activity related thereto (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Championships or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:……..)

2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organisers, the French National Aeroclub & FFVL, the property owners of the operation areas (including launch and landing areas), the Fédération Aéronautique Internationale and its Commission de Vol Libre, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:……..)

3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of France. I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall be in French courts and such courts have personal jurisdiction. (Initials:……..)

4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law. (Initials:……..)

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date : _____

_____ _____

Signature of Participant Printed name of Participant

Address of Participant : _____

_____ _____

Signature of Witness Printed name of Witness

Address of Witness:___ _____

ALTITUDE VERIFICATION

Introduction

For the purposes of altitude verification, the scorers will group GPS instruments into three broad categories:
Group 1: Instruments incorporating a pressure sensor to be able to record and/or display barometric altitude. (Some may also display GPS altitude)
Group 2: Instruments recording only GPS altitude
Group 3: Instruments (primarily Garmins) that incorporate a pressure sensor, such that the recorded altitude is a continuous updated combination of GPS height and barometric altitude.

Pilots should be aware of which altitude(s) each of his GPS units records and displays. Note that in some instruments there will be a difference between the pressure altitude height and the height displayed in flight. This can be up to 200 to 300m on a high-pressure, hot day.

GPS set-up

Group 1:
All the barometric instruments should be set at the task briefing, either with the predicted QNH for the day or with the take-off height (which then calculates the QNH automatically), displayed on the task board. It is highly recommended to set alti2 (if available) to QNE (1013.25hPa).
Group 2:
No special set-up. Pilots flying with GPS-only altitude units should be aware that there can be a difference between barometric and GPS altitude of up to 200 to 300m.
Group 3:
The auto-calibrate function must be switched off. And the unit must be calibrated to launch height or QNH taken from the task board.

Note: Restricted airspace will be indicated on maps provided.

Verification by Scorers (Using FSflight, SeeYou and CompeGPS)
To verify infractions of competition altitude limits, track log altitude data will be standardised using standard barometric altitude (Pressure Altitude) of 1013.25hPa.

Group 1:
Typically, all the Flytec/Brauniger instruments (Group 1) will download correctly and the Pressure Altitude will be recorded in the kml and igc track log.
Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers (1013.25 - QNH * 27ft/hPa) to derive the actual (standardised) flight altitude.
Group 2:
Pilots with instruments recording GPS-only altitude: The difference between the GPS altitude and the pressure altitude will be derived by referencing track(s) from an instrument used on that task that gives both measures (eg Compeo+/6030). The pilot's GPS altitude will be adjusted using this difference. For some units, the scorers may have to factor in the ellipsoid/geoid difference as well.
Group 3:
Due to the nature of these instruments, it is essential that the auto-calibrate function is switched off, thereby recording true barometric altitude. They will be treated the same as Group 1 instruments. It is recommended that pilots flying with an instrument in this group, fly with a back-up GPS from another group. Pilots flying with only Garmins are likely to be subject to greater scrutiny and more frequent altitude checks.

Note: Restricted airspace will be indicated on maps provided.

May 2009