

**LOCAL REGULATIONS FOR**  
**XI World Paragliding Championship**



**WORLD  
CHAMPIONSHIP**

At "El Peñon"  
On Valle de Bravo, MEXICO  
January 24<sup>th</sup> – February 6<sup>th</sup> 2009

Organized by:  
FEDERACION MEXICANA DE AERONAUTICA  
ASOCIACION NACIONAL DE PAPANOTES Y PARAPENTES  
**ALAS DEL HOMBRE**



ON BEHALF OF THE  
FEDERATION AERONAUTIQUE INTERNATIONALE

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

## CONTACTS:

### ALAS DEL HOMBRE

Fray Gregorio Ximénez de la Cuenca s/n Plaza Valle, local 22 y 23  
Colonia las Estrellas, Valle de Bravo, Estado de México,  
MEXICO, 51200

### FEDERACIÓN MEXICANA DE AERONÁUTICA

Rio Churubusco Puerta 9 Cd. Deportiva, Iztacalco,  
Magdalena Mixhuca, Edificio Codeme 3er Piso  
C.P. 08010 MEXICO CITY, D.F.  
MEXICO

## Purpose

The purpose of the championship is to provide good, safe and satisfying contest flying in order to determine the world champion and to reinforce friendship among pilots of all nations (Section 7, 2.2)

## Program

Training, paraglider inspection and registration	January 23th	11:00 – 20:00
Training, paraglider inspection and registration	January 24th	09:00 – 12:00
Mandatory Safety Briefing	January 24th	15:00 – 16:00
First competition briefing	January 24th	16:00 – 16:45
Opening ceremony	January 24th	18:00 – 20:00
Dinner	January 24th	20:30 – 22:00
	January 25th 'till	
Contest flying days	February 6th	
Price giving and closing ceremony	February 6th	20:30 – 21:30

## Officials

Meet Director	Karel Freudenthal
Safety Director	Alfredo Ramirez
Score Keeper	Hector Serrano
Take Off Marshall	Juan Carlos Esain
Transport and Retrieve Coordinator	Noe Colin
Meteorologist	Miguel Gutierrez – Chris Burns

International Jury	President	TBA
	Members	TBA
FAI Steward	Leonard Grigorescu, Romania	

## **1 ENTRY**

### **1.1 Eligibility**

The XI World Paragliding Championship is open to all members and associated Member countries of FAI who may enter any number of competitors not exceeding 6. The maximum number of entries permitted in a 1st Category championship is 150. The national team will be constituted from all the pilots registered in the competition by every nation (maximum 6 pilots).

Entries must be made on the Entry Form that can be uploaded on the competition website ([www.pwmex2009.com](http://www.pwmex2009.com)).

All Entries should be made online through the official website ([www.pwmex2009.com](http://www.pwmex2009.com)) and preferably by the NAC of the individual countries, however if individual pilots and team leader register online, the NAC will still have to give the final approval for these pilots to be registered for the national team.

After checking the entry forms, the organization will send the Team Leader a message to confirm that it has received the entry form.

The registration of the entries will become effective only after the entry fees are paid.

The deadline for receiving the entry form is November 23<sup>rd</sup> 2008.

The deadline for receiving the payment of the Entry fees is November 23<sup>rd</sup> 2008.

### **1.2 Entry Fees**

Entry forms with paid fees received after the 23<sup>rd</sup> of November 2008 deadline may be refused or accepted with a 10% penalty.

In case of reallocation of pilots by the Selection Committee after the official deadlines, no penalty will be charged.

Pilot qualifications will be final on 23<sup>rd</sup> of November 2008.

The Entry fee will be:

- 500 USD per pilot
- 250 USD for team leaders and/or assistants

Entry fees from the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> countries in the WPRS at 1<sup>st</sup> October 2008 are to be paid in to 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: CH04 0483 5045 7968 3200 1  
SWIFT/BIC Code: CRES CHZZ 10A

The entry fee includes:

- Map with turn points
- Competition program
- Identify badges
- Daily itinerary with transport and retrieval details
- T- Shirt
- Turn point list
- General information
- 1 Liter of water daily
- Daily cereal bars
- Free access to all parties and social events

All the other teams apart from the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> should make their entry fees payment as follow:

BANK DETAILS:  
HSBC  
Francisco González Bocanegra No. 205  
Col. Centro, C.P. 51200  
Valle de Bravo, Estado do Mexico  
MEXICO

Account name: Las Alas del Hombre, S.A. de C.V.  
Account Number 4013683263

CLABE: 021457040136832637 (Mexican equivalent IBAN)  
SHIFT: BIMEMXMMXXX

### **1.3 Refunds**

All entry fees must be paid in full before November 23<sup>rd</sup> 2008. Fees will not be refunded to disqualified competitors.

Cancellations before November 23<sup>rd</sup> 2008 are 80% refundable minus all fees and charges for transfers and bank commissions.

Cancellations received after November 23<sup>rd</sup> 2008, will not be refunded.

## **2 GENERAL COMPETITION RULES**

### **2.1 Registration**

Every single pilot must register personally on January 23<sup>rd</sup> at the registration Desk between 11:00 and 20:00 or January 24<sup>th</sup> between 09:00 and 12:00.

On January 23<sup>rd</sup> the team leaders must report to the Headquarter to have their documents checked and to receive supplementary regulations and information. The end of the official Registration Period is at 12:00 January 24<sup>th</sup>, which is considered the official start of the competition.

### **2.2 Documentation required**

- Evidence of competitor's ID and nationality
- Pilot's valid FAI Sporting Licence
- Receipt of payment of entry fees
- Satisfactory evidence of glider airworthiness
- Certificate of insurance

Documentary proof in English or Spanish of insurance covering at least USD \$200,000 for public liability risk (Third party) must be presented to the organizers before the start of the championship, as well as a valid personal accident insurance covering at least usd\$150,000 for medical assistance and repatriation (S7, 2.12).

A Mexican insurance company will provide a specific insurance for the pilots who need it (third party liability, extra individual coverage).

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability)
- The Safety Form (updated information on the glider specifications and contacts in Valle de Bravo and at home)

### **2.3 Selection Procedures**

The minimum requirements for a pilot to enter this Championship are either:

- a) Being ranked in the top 700 of the WPRS in the last 3 years  
The WPRS taken into account will be the one available on the 1st of October 2008 at [http://www.fai.org/hang\\_gliding/rankings/](http://www.fai.org/hang_gliding/rankings/)
- b) Having flown in FAI sanctioned competition 2 flights over 70 km, or 2 flights achieving goal at over 60 km. These flights must be submitted to the Selection Committee (paula@fai.org).

#### **Basic nation allocation**

3 pilots of any gender + one female pilot.

#### **Re-allocation procedure**

If places are left unfilled after November 23<sup>rd</sup> 2008, further places will be allocated to nations in order from the top ranked nation in the WPRS on 1<sup>st</sup> October 2008 down to the last ranked nation; if any places are still available the process will start at the top again and continue until a maximum of 6 pilots per team is reached.

The host nation shall have the opportunity to enter the same number of pilots as the top ranked nation, providing all pilots meet the entry criteria stipulated in Section 7B of the FAI Sporting Code and paragraph 2.3 of these regulations. In order to achieve this, the host nation will be treated as equal to the top nation in the WPRS Nation Rankings when reallocation of places is made.

Those nations which do not have a qualifying female pilot in the team, will only be able to have up to maximum 5 male pilots.

### **2.4 Schedule and Time**

The Headquarters will be open from January 23<sup>rd</sup> to February 6<sup>th</sup> from 08:00 to 20:00

The closure of the registration is on January 24<sup>th</sup> at 12:00

**Mandatory Safety Pilot Meeting:** January 24<sup>th</sup>, 19:00-19:45 evening at Meet HQ  
Agenda items: Safety, transport, GPS, scoring, strategy & more. Pilots that do not attend the safety meeting will not be allowed to compete

Official time is UTC minus 6 hours.

#### **TYPICAL DAILY SCHEDULE**

- 08:00 - Headquarters open
- 08:20 - Deadline for protests of the previous day, except for the last day (see 4.2)
- 08:30 - Team leader briefing at the main HQ
- 09:00 / 09:20 - Transport to take-off
- 10:00 - Meet Director / Task and Safety Committee meetings
- 10:45 - Pilots' briefing / Previous task official results / Task definition
- 11:15 - Take-off window opens
- 16:00 - Scoring office opens at the Headquarter
- 17:00 – Goal closure
- 17:15 – Landing Deadline
- 17:45 - Safe landing report deadline
- 21:00 - Scoring office closes
- 21:30 - Provisional results
- 23:00 - Complaints resolution published

**This schedule is subject to change.** Any changes to the schedule will be announced by the Meet Director at the Daily Team Leader Briefing or Pilot Briefing.

### **3 REST DAYS**

There will be a rest day after six consecutive days of flying unless this is the last day of the competition.

## **4 COMPLAINTS AND PROTESTS**

### **4.1 Complaints**

A complaint must be made to the Meet Director or his deputy, preferably by the team leader, in writing, to request a correction, 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 team leader may make a protest in writing to the Director or his deputy.

The time limit for submitting a complaint is 1hr 30 minutes after the publication of the provisional task results, except after the last contest task, where the time limit is 30 minutes.

#### **4.2 Protest's**

The time limit for submitting a protest is 9hrs after the publication of the provisional task results or the communication of the result of the complaint, except after the last contest task, where the time limit is 1 hr.

Protests must be written in English and shall contain pilot name and competition number, delivered together with the protest fee to the Meet Director by the Team Leader. If a team does not have a separate team leader the protest could be lodge by the protesting pilot.

The protest fee is 35 USD If a ruling is made in favor of the protest; the protest fee will be refunded.

## **5 TAKE OFF**

### **5.1 Type**

- Foot launch from hill side
- Launch will take place on "El Peñon" Temascaltepec
- Height ASL 2250mts – above ground 550mts
- Up to six pilots can launch at the same time

### **5.2 Ordered Launch (according to S7 2.24.3)**

If the size of the take off is not enough for all the competitors, an ordered launch method will be used. If this is used on the first day, the order will be according to the WPRS valid at the start of the competition, after that the 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 RADIOS AND MOBILE TELEPHONES**



Radios that are capable of receiving and transmitting in the 145 to 152 MHz range are mandatory. In the interest of safety, radio use will not be restricted in any way, except that pilots and crew are requested to refrain from using the Safety Frequency, 145.950 MHz, except in emergencies. Voice activated microphones (VOX operated) are not allowed (not only on the Safety Frequency but in all cases, because it will disturb everybody). Any pilot operating a voice-actuated microphone on 145.950 MHz will be penalized.

In the interest of safety there are no restrictions on mobile telephone use.

**NOTE:** All pilots/team leaders and crews are requested to submit their mobile telephone numbers, internet addresses and intended radio frequency of choice to the Meet Director at the January 24<sup>th</sup> Mandatory Safety Pilot Meeting.

Only frequencies allocated by the organizers may be used.

The Event Organizer has cooperated with national and local radio regulatory groups for pilots to operate without an Amateur License.

The official 2009 XI World Paragliding Championship **Safety Frequency** will be **145.950** MHz.

The official 2009 XI World Paragliding Championship **Retrieval Frequency** will be **145.900** MHz.

## **7 RETAKE - OFF**

A competitor will be allowed 1 take off to attempt the task within the started take off period.

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 off's, if the landing is proved to be for an emergency, however the pilots take-off time will be taken from the time of the first take-off attempt if a ground start is specified.

If a landing at the take off is not considered by the meet or safety director to be an emergency landing, re-takeoff will not be permitted and penalties may be applied.

## 8 TASK PERIOD

Times of window open for take off and times for closing of the window, turn points , start time(s), goal closure and last landing will be displayed in writing on the task board. Any window extension policy will also be displayed in writing. The launch window has to be open over a minimum of one hour at launchable conditions so the day can be considered valid.

## 9 WIND SPEED

The maximum wind speed in which a task shall be flown is 30 km/h, this shall be measured at "El Peñon" Launch

## 10 SCORING

**10.1** For scoring the Race 2003 scoring program will be used and scoring formula will be GAP 2002. The flight verification software will be CompeGPS.

The GAP parameters for the competition will be:

- Minimum distance: 7 km
- Nominal distance: 45 km
- Nominal goal: 30% of pilots
- Nominal time: 1.5 hours

Pilots finishing end of speed section but do not reach goal 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** Each pilot must, as a minimum, fly with one 3D GPS device. Only types of GPS devices that are supported by Compe GPS competition version 6.1b will be accepted

- 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 for that day decided by the competition director
- 10.5** Pilots leaving before the start gate opened, are awarded minimum distance points
- 10.6** Pilots must fill in landing and safety forms after each flight to receive valid scores for the day.
- 10.7** The team score will be in accordance with S7B (5.2.5.) 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.

## **11 PENALTIES**

### **11.1 Restricted Areas**

Flying over restricted areas is unsporting, dangerous, and against the 2009 XI World Paragliding Championship local regulations (according to S7B, 2.28.2). The penalty for a pilot can be zero score for the day. The penalty for the second verified infraction will be disqualification from the meet. Evidence such as GPS Track log, will be required to verify infractions. The restricted areas will be marked on the flying maps.

### **11.2 Midair Collision**

A Competitor involved in a collision must not continue the flight if the structural integrity of his/her glider is in doubt. Pilots involved can be scored as if they had landed at the point of the collision. **Midair collisions must be reported** to the Meet Director. Individual reports from all the involved pilots are required.

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook or in the 2008 CIVL Sporting Code Section 7B, or for actions that endanger themselves, other competitors, meet officials, volunteers, or spectators. Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Meet Director. Penalties may be applied to the score of the day where the fault has taken place

As an example, a 10% day penalty will result in the competitor receiving only 90% of his/her score for that day. A 100% day penalty means that the competitor receives a zero for that day.

## **12 THERMALING**

***All pilots must read and understand Chapter 17, Thermalling Rules and Procedures***

### **12.1 Turn Direction**

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