

**LOCAL REGULATIONS FOR THE
18th FAI WORLD HANG GLIDING CLASS 1
CHAMPIONSHIP 2011**



**WORLD
CHAMPIONSHIP**

AT: MONTE CUCCO, SIGILLO (PG), ITALY

FROM: JULY 16th to JULY 30th, 2011

ORGANISED BY AEROCLUB D'ITALIA (AeCI)

ON BEHALF OF THE

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Approved by CIVL Plenary, February 2011

Web site of the organising National Aero Club:

<http://www.aeci.it>

E-Mail address to which any correspondence should be sent in
advance of the event: worlds@cucco2011.org

Website where information about the competition can be found:

<http://www.cucco2011.org>

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 champions in Class 1 and to reinforce friendship amongst pilots and nations. (2.2)

The meet director and Task Advisory Committee (TAC) will be aiming for pilots to fly long tasks (only weather dependent) with a high number of pilots at goal.

PROGRAMME (check on website regularly for any alterations to times printed below):

Registration at HQ (Villa Scirca – Sigillo)

GPS coords: 43° 20.937'N - 12° 43.447'E (datum WGS 84)

- July 16th - 9:00 – 12:00 & 15:00 – 19:00 (3pm – 7pm)
- July 17th - 9:00 – 13:00 (1pm)

Pre-Competition sprog measurements inside Sigillo Sport Center

GPS coords: 43° 20.167'N 12° 44.084'E (datum WGS 84)

- July 15th 10:00 – 18:00 (6pm)
- July 16th 9:00 – 18:00 (6pm)

Opening Ceremony - July 17th to be confirmed

Pratice Task - July 18th to be confirmed

Mandatory pilot safety briefing and 1st Pilot Briefing (at HQ):

- July 18th - 8.45am sign-in for 9:00am start

(A pilot who has not attended this briefing may not be permitted to fly a task until he/she has attended such a briefing).

First Team Leader Briefing at HQ – July 18th 19:00 (7pm)

Contest Flying Days - July 19th - July 29th

Closing Ceremony & Prize Giving - July 30th- 10:00 am to be confirmed

GENERAL DAILY SCHEDULE: (all times subject to alteration)

8.45am Team Leader Briefing at HQ: review of previous day,

weather information, daily schedule. Task and Safety committees will meet the MD at 8.00am

9.30am Official Staff leaves for take-off

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.

Competitors are reminded that they are expected to attend the Awards ceremony (S7A 14.2.2)

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

OFFICIALS

Competition Director	Francesco Rinaldi
Deputy Competition Director	Flavio Tebaldi
Event Director	Flavio Tebaldi
Safety Director	Maurizio Tassinari
Meteorologist	Alberto Sabbadini
Competition Office Managers	Raffaella Ferrario & Claudia Mejia
Main launch director	Celeste Burani
Goal marshal	Enzo Lorenz
Scoring	Stefano Claut and Silvestro Biondi
PR	Sharon Peters and Jamie Shelden
FAI Steward:	Heather Mull
2nd FAI Steward:	Francoise Dieuzeide
FAI Jury president:	Flip Koetsier
FAI JURY Members:	Katharina Lochner Dennis Pagen

1. ENTRY

1.1 The 2011 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 five pilots (and this may comprise any combination of males and females) by 31 January 2011. A deposit of 100 Euros per pilot must be received by this date to reserve the places. Note that 31 January is the deadline for any nation to reserve its team places.

1.1.2 If the total number of pilots registered, with deposits paid, at 31 January 2011 does NOT exceed 150, an extra allocation of 1 pilot per team registered, shall be offered to nations, in descending order of the nation WPRS ranking (on 1 February 2011) to bring the total maximum number of pilots to 150. In this allocation process Italy, 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 5 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 18 May 2011. A second round of allocation will only be offered if the first round results in fewer than 150 pilots entered.

1.1.5 The maximum number of pilots entered by each nation shall not exceed 8 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:

1.2.1 NAC/Nations registrations – nomination of team of up to 5 pilots by: 31 January 2011

1.2.2 Deposit of 100 euros per pilot must be paid by: 31 January 2011

1.2.3 Confirmed pilot names, and payment in full to be made by: 1 April 2011

1.2.4 Allocation round (minimum 10 places to allocate) to begin on: 1 February 2011

Payment in full for additional pilots is to be made within 20 days of offer, and by 18 May 2011 latest. Entry will be confirmed upon receipt of full payment.

1.3 The standard entry fee is 450 euros per pilot. Team Leader and Assistants fee is 200 euros. A special package for drivers, assistants and partners will be advertised on the competition website, and payable at registration.

1.4 The 3 highest ranked nations in the WPRS (Italy, Austria & Switzerland) 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: IBAN Code: CH31 0483 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A

Receipt of payment (either scan or fax) should be sent by:

E-MAIL to worlds@cucco2011.org or by FAX to the number:
+39 331 1812363 (from outside Italy) - 0331 1812363 (from Italy).

1.5 REFUND POLICY: In the event of a paid pilot withdrawing from the competition before 1 June 2011, and who cannot be replaced by a qualified pilot from that nation, a maximum 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 18th FAI World Hang Gliding Championship 2011 shall only be awarded if the sum of the daily winner's scores is equal to or more than 1500 points, as determined by the GAP 2002 scoring formula. (2.4.6.1)

GENERAL COMPETITION RULES

3.1 REGISTRATION

On arrival the competitors 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 (July 17th, 13:00 (1pm)) is considered to be the official start of the championship. (2.13)

3.2 The following are required:

- A helmet certified to the EN 966 standard
- Pilot's national rating qualifications
- Evidence of competitor's nationality (passport)
- Pilot's valid FAI Sporting License
- Receipt for payment of entry fees by the closing date
- Satisfactory evidence of glider airworthiness in accordance with S7A 12.2.2.

Note: Prototype gliders will NOT be allowed in any Category 1 event, which is the case for this World Championship.

Pilots with certified gliders will sign the form in Annex B (12.2.3.1) and those with "uncertified gliders" will be responsible of providing the proper evidence as mentioned (12.2.3.2).

- At registration, pilots must bring in writing their glider sprog measurements for comparison with the figures produced by the sprog measuring team.

- At registration, pilots must bring a Certificate of Insurance (with English translation as necessary) to include medical, emergency rescue, repatriation, personal liability (flying) cover and a valid third party liability insurance(Euro 1.000.000).
- At least one 3D GPS is required (backup strongly recommended, 3D) of each competitor for registration with make, model and serial number available.
- Pilot's and driver's mobile telephone numbers
- Receipt for payment of entry fees by the closing date
- The organiser takes no responsibility for pilots or third parties. Transfer to take-off and retrieval is at the pilots own risk.

3.3 COMMITTEES - Team Leaders will be asked to nominate one name for each of the task and safety committees from their pilots for the first Team Leader briefing. (2.6.3 and 2.6.4)

EQUIPMENT

4.1 HELMETS, RADIOS & MOBILE PHONES:

All pilots must fly with a helmet certified to the EN 966 standard. Pilots without such a helmet will not be permitted to fly the task. Radio transceivers are permitted and a radio receiver compatible with the competition frequency (VHF 161.0875Mhz) is mandatory. Team Leaders and pilots must be able to monitor the competition frequency during tasks. Radios are for communication between competitors, Team Leaders, drivers and the organisers. Only frequencies allocated by the organisers may be used. All pilots and crews MUST submit their team frequencies and mobile telephone numbers to the competition director at registration. This information will be used by the competition director for safety purposes. (2.19.2)

4.2 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). For the pilots who have a glider with a black/very dark under surface the organization will provide white numbers. (2.12)

4.3 GPS

3D GPS tracklog is the only means of flight verification permitted, combined with barographic height measurements depending on the instrument. See Annex A for more information about height measurements.

TAKE-OFF METHODS

5.1 Foot launch from hill sites

Type of launching – open window (free take-off without any set launch order). This may revert to ordered launching during the competition if the meet director and launch staff feel open window launching is not working efficiently. The first 30 pilots in the Provisional total results will set up their glider in the designated spaces in front of the setup area.

Pilots in launch lanes must be completely ready and intending to launch. Pilots who are ready and who wish to move into a launch lane must give their pilot number to their lane official who will be recording the launch order for fairness.

In the event of a “push,” the pushing pilot’s number will be recorded and no other pilot may enter the launch lane ahead of the pusher. At the meet director’s discretion, point penalties may be given to pilots not adhering to launch rules.

5.2 PUSH RULE

The take off “push” system will be used. (2.24.6). Only pilots in their harnesses and ready to take off and in the launch lane are allowed to push. Pilots will NOT have 30 seconds to decide to launch or not, but only 30 seconds of launchable wind to launch, this is because there are four launch lanes and there is enough decision time for pilots while they are waiting for the other lanes to launch. If the decision is to not launch, a pilot must queue behind all pilots remaining to launch in that lane (names will be put on a list).

The pusher has no decision time on launch and must launch within 30 seconds (of uninterrupted launchable wind) or score zero for the day.

5.3 Take-off sites:

Mount Cucco – (Sigillo) – 1177m ASL South/West slope and 1114m ASL North/East slope. A ridge with north and south launches on top – 4 start lanes on each side, grassy on both slopes. Paved roadway almost to the top – accessible by 2WD.

Mount Subasio – (Assisi) – 1230m ASL West Slope and 1130m ASL South/South-West slope. Westerly facing ridge site with large, grassy set-up area. Unpaved road to top – accessible by 2WD.

Mount Gemmo – (Tre Pizzi) – 1140m ASL East/North-East Slope. Easterly facing ridge site with large, grassy set-up area. Unpaved road to top – accessible by 2WD.

Any competing gliders rigged in start lanes must be moved out to the correct setup position before the pilot briefing.

5.4: OVERCROWDING

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.

5.5: MEDICAL PERSONNEL

A qualified paramedic will be present on launch at all times during the launch open window and there will be an ambulance – at takeoff and at goal. If required a helicopter would be called in from 30km flight distance from Sigillo.

WAYPOINTS

6.1: START CYLINDERS

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)

6.2: Turn direction

A daily turn direction up to and in the start gate cylinder will be used – left turns will be used on odd task number days, and right turns on even task number days.

6.3: Turn points

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. A pilot may not take a start gate again once he/she has taken a task turnpoint.

6.4: Start gate height limits

Given the possibility of low cloud bases around the start gate, 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:

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

H = Pilot's height (in metres) above start limit

T= Reduction factor of 1/2

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)

See Appendix A at the end of the local regulations for extra information.

6.5: Goals

Goals (not the end of speed section) will be a virtual cylinder of 200m/radius, centred on 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 as a flight reference for pilots.

All pilots landed at the goal field must report to the goal marshal to sign out.

LAUNCHING AND REFLIGHTS:

7.1: Number of starts

Competitors will normally be allowed only one take-off attempt for every task within the stated take-off period unless the south side of Monte Cucco is used for launching – in which case two take-offs will be permitted, but only if the pilot has not already done the start gate. In this case pilots **MUST** use the official south landing (“Villa Scirca” 43° 20.666’N 12° 43.467’E) or other official field as specified at task briefing and use **THEIR OWN** transport back to the launch, but only after they have been registered by landing marshals. (There will be a landing marshal at Monte Cucco south landing)

7.2: Failed take off

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. (2.25.1)

7.3: Start permission

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

7.4: Sign in & out

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 up at launch) and also SIGN OUT again at HQ after the task, also if the task has been stopped. Penalty points may be applied for failure to follow this rule.

TASK PERIOD

8.1: Timing

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 (for example) when the launch marshal/meet director deems conditions have considerably slowed launching or when launch has been closed due to an accident.

8.2: Launch validity

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 lanes that can be used (2.24.1).

SCORING AND FLIGHT VERIFICATION

9.1 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: Will be announced by the meet director at the first pilots briefing.

9.1: GPS set up

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

9.2: track logs

GPS track log evidence is the only way to verify and provide data for flights and where cloud flying or airspace infringement is considered possible the tracklog must be from a 3D GPS. The track logs of two or more GPS's together may be used to provide a required track (15.2)

Pilots have to provide their own cable if they use Aircotec instruments.

To be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code.

9.3: team scoring

Team scoring will be in accordance with S.7A (5.7.2) Team scores will be the sum of the best three team members, being added daily to produce a total score for the competition.

9.4: stopped tasks

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 one 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.

9.5: early starts

Any pilot who flies on course before the start gate opens (whether or not they reach goal) will have his or her track log shifted back by ten times the amount by which the pilot started before the official start time, providing this is not longer than 5 minutes. If the early start exceeds 5 minutes the pilot will only be scored to minimum distance.

9.6: landing forms

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

9.7: aiding a pilot

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 change 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)

PENALTIES (5.2)

10.1: cloud flying

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who deliberately 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 witnesses from 2 different countries near the accused 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 and the witnesses show the accused above the witnesses at the time of the incident.

If the accused cannot produce a barograph trace for that day or a 3D GPS track log from their 3D GPS, 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.

The penalty for verified infractions will be a zero score for the day of the first offence and exclusion from the remainder of the competition for any subsequent offence.

10.2 Controlled Airspace:

Pilots are expected to familiarise themselves with all controlled airspaces in the vicinity of course lines from the maps supplied.

Penalties for infraction of airspace - refer to S7 2.29.2. The onus is on the pilot at all times to prove that he/she has not infringed on airspace

10.3 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 (5.9)

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

10.5 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 lose 10% of their day score for a first infringement, 50% for a 2nd infringement and will score zero for any further infringements (unless a reasonable explanation is offered as soon as possible to the meet director). Penalty points may also be given for late GPS downloads.

11.0: 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.

12. WIND SPEED

The maximum wind speed in which a task shall be flown is 40km/hr (including gust readings). This shall be measured at the weather station on Mount Cucco.

Briefings may be delayed to monitor if initial strong winds decrease through the day. (2.17.11)

+39 338 1103980 SyntWind telephone number.

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 Comp' 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 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 results 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).

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 igt track log. Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers ($1013.25 - \text{QNH} * 27\text{ft/hPa}$) 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.

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class 1 hang glider _____
(make) _____ (model) I will fly in the 18th FAI World
Hang Gliding Championship 2011 held at Sigillo, Italy from July 16th to July
30th is a model certified by one or more of the internationally recognized
certifying bodies (namely the DHV, HGMA or the BHPA). Furthermore I
declare that I have not altered the configuration of the glider since purchase in
a manner that would take it out of certification and, as far as I know and as far
as I am aware, it is in certified configuration and I undertake not to alter this
configuration during the championship. I understand that I am the sole
individual responsible for the integrity of my glider and to the best of my
knowledge it is 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 12.2.2.2 & 12.2.3.2

ANNEX C

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 18th FAI World Hang Gliding Class 1 Championship 2011 held at Sigillo, Italy from July 16th to July 30th .

I ACKNOWLEDGE THAT participating in the Championships 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 Italian National Aeroclub, 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 Italy 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 Italian 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:
