

**Local Regulations for the
12th FAI World Paragliding Championship
(APPROVED BY THE CIVL BUREAU 25 March 2011)**



**WORLD
CHAMPIONSHIP**

**Piedrahita, Spain July 3rd to 16th, 2011
organized by:
Club de Deportes Aereos Aiean-Getxo
& The Town Hall of Piedrahita**

ON BEHALF OF THE FEDERATION AERONAUTIQUE INTERNATIONALE (FAI)

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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

Purpose

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the FAI World Paragliding Champions and to reinforce friendship among pilots and nations. (S7b, 2.2)

2. Programme

Programme

Registration:	Sunday	3 rd July (10:00 - 20:00)
Unofficial training day with transport to take-off and limited retrieval:	Sunday	3 rd July
Mandatory Safety meeting:	Sunday	3 rd July (17.30)
Opening ceremony:	Sunday	3 rd July (19.00)
Team leader briefing at the HQ:	Sunday	3 rd July (21:00)
Official training task: (for registered pilots who have attended MSB)	Monday	4 th July
First competition briefing:	Tuesday	5 th July (09:00)
Contest flying days:	Tuesday	5 th - Saturday 16 th July
Prize-giving, closing ceremony:	Saturday	16 th July (19:30)

TYPICAL DAILY SCHEDULE

08h00	Headquarters open
08h30	Deadline for protests of 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
12h15	Pilots' briefing / Previous task official results / Task definition
12h30	Take-off window opens
16h00	Scoring office opens at HQ
18h00	Safe landing report deadline - as soon as possible, if landing is after deadline, then maximum 30 minutes after landing.
21h00	Scoring office closes
21h30	Provisional results
23h00	Complaints resolution published

The daily 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.
(S7b 2.8.1)

3. Officials

Officials:

Meet Director	Steve Ham
Safety Director	Chris Burns (Calvo)
Scorer	Ulric Jessop
Take Off Marshal	Benjamin Escamilla Cid
Transport and Retrieve Coordinator	Chris Trow
Meteorologist	Steve Ham/ Chris Burns
FAI International Jury	President Vitor Pinto, Portugal Member Peter Brandlehner, Austria Member Anastasia Lomovtseva, Russia
FAI Steward	Leonard Grigorescu, Romania
FAI second Steward	Ali Gali, France

(S7b, 2.8.1)

4. Entry

- 4.1 The national team will consist of all the pilots registered in the competition by each nation up to a maximum of 6. All pilots must have valid Sporting Licences and fulfil the entry qualification as defined in 4.4 (S7b,3.1). Nations should enter/register sufficient pilots to allow their team to be filled to the maximum size possible under the allocation procedure
- 4.2 The maximum number of competitors permitted in a 1st Category championship is 150. (S7b,3.1)
The maximum number of competitors for each nation is 6.
- 4.3 The WPRS of 01.05.2011 is the reference for the place allocation.
- 4.3.1 The allocation shall take into account the opportunity of the host nation to have the same number of pilots as the top nation as prescribed in Section 7b paragraph 3.2.2
- 4.3.2 The allocation must finish no later than 03.06.2011 (S7b 3.2.1)
- 4.3.3 First allocation round:
The base team size is one pilot plus one female pilot
The base team will be allocated for all nations that entered pilots. Nations with male and female pilots will be allocated two places (one male and one female). Nations with only male pilots will be allocated one place.
- 4.3.4 Other allocation rounds:
From top to bottom of nation WPRS rankings (and repeated as necessary) each nation will be allocated one place until no more places are left. This continues while places are left until end of allocation.
- 4.3.5 Changes of qualified pilots within teams are allowed until first competition task (S7b 2.14, 3.2.3).
- 4.4 Entry qualification:
A pilot has to have either ranked above 700 in WPRS for Paragliding XC including all ranking in the period of 01.06.2008 to 01.05.2011 or have flown 2 flights over 60 kilometers to goal in FAI sanctioned paragliding competitions with over 50 pilots, where the date of the flights are within three years before 03.05.2011. (S7b, 3.4.2)
- 4.5 Entries must be made online on the Team Entry Form on the official competition website (www.piedrahita2011.com). Each NAC must make a declaration that all the pilots entered meet the qualification requirements. All pilots must enter their individual details on the Pilot Registration page.
- 4.6 On completion of the Team Entry Form, the organization will send the NAC 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. Entry fees must be paid in full within 14 days of receiving confirmation of total allocated places.
- 4.7 Deadlines:
The deadline for receiving the Entry Form is 03.05.2011.
The deadline for receiving the payment of the Entry fees is 17.05.2011
Pilot qualifications will be final on 03.05.2011 (S7b, 3.4.4)
- 4.8 Entry Fees
The Entry fee will be:
- 478 Euros per pilot,
 - 190 Euros for team leaders and/or assistants.

Entry fees for France, Italy and Slovenia are to be paid in to the following account
(Please indicate the payment to be entry fee for PG Worlds and the paying NAC):

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

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CH- 1002 Lausanne

Switzerland

Account name

Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32

IBAN Code: CH31 0483 5045 7968 3200 0

SWIFT/BIC Code: CRES CHZZ 10A

All other entry fees are to be paid to following bank account:

(Please indicate the payment to be entry fee for PG Worlds and for what NAC or pilots):

BANK DETAILS

Banco: La Caixa

Account holder; Club de Deportes Aereos Aiean-Getxo

IBAN ES24 2100 2321 1302 0015 0143 BIC/CODIGO SWIFT CAIXESBBXXX

4.9 The entry fee includes:

- Colour map with turnpoints and restricted areas marked on the map
- Competition Program
- Daily Itinerary with Transport and retrieval details
- T- Shirt
- Turn point list downloaded to GPS
- General Information
- Free access to all parties and social events
- Emergency rescue and first aid medical service
- Competitor ID card and glider identification,
- Transport to take-off and retrieve for all registered pilots during all competition days,

4.10 Refund policy

In the event of pilot withdrawing from the competition before June 4th 2011 and which cannot be replaced by a qualified pilot from that nation, a minimum refund of 200 Euros will be offered. Cancellations received after this date will not be eligible for refund except at organizers discretion.

5. Insurance

5.1 Documentary proof in English of insurance covering public liability risk to the value of **€600.000** must be presented to the organizers before the start of the championship. Competitors are required to have a valid paragliding competitions personal accident insurance. This must include repatriation to the country of origin if necessary. (Section 7b, 2.12)

5.2 The organiser will not offer insurance for competitors at the competition.

6 Registration

6.1 Every single pilot and team leaders must register personally and have their documents checked during the registration period. At registration they will also receive supplementary regulations and information. The end of official registration period is considered the official start of the championship. (Section 7b 2.14).

6.2 At registration each competitor must present following:

- Evidence of competitor's ID and nationality
- The competitors valid FAI Sporting License,
- A satisfactory evidence of glider airworthiness and line strength certificate (Annex A)
- Certificate of Insurance as detailed
- Documentation for 'competiton class' gliders (see website for details and 2011 S7b when published)

6.3 Each competitor will be required to sign:

- The Waiver Declaration (agreement on release of liability), (Annex B)
- The Safety Form (updated information on the glider specifications, Medical conditions -allergies- and contacts in Piedrahita and at home)
- Pilot Experience Form (will be emailed to team leaders/pilots prior to the event)

7 Mandatory safety meeting

7.1 A mandatory safety meeting will take place before the official training task. Pilots who do not attend this meeting will not be permitted to fly in the championship.

8 Helmets and harnesses

8.1 All pilots in Category 1 events must fly with a harness certified to EN1651, LTF03 or LTF09. The harness must be equipped with a back protector certified to LTF09 or LTF03

8.2 All pilots must wear helmets certified to EN966 when flying (S7b 12.3.2).

8.3 All pilots must have servicable rescue parachute when flying (S7b 2.18.4)

9 Radio transceivers

9.1 It is mandatory that every pilot has a functional radio transceiver operating on the competition frequencies. Radio transmitters are permitted for communication between competitors, drivers and team leaders and between them and the organizers. For safety reasons it is mandatory that one pilot or team leader monitors the safety frequency for his team at all times during the competition task.

9.2 Safety frequency is 143.875MHz. Voice activated transmissions (VOX operated) are not permitted. At the registration, each team must inform the organizers the frequencies they intend to use.. The use of mobile telephones for retrievals and landing reports is highly recommended.

10 Complaints and protests

10.1 A complaint may be made to the Competition Director or his deputy, preferably by the team leader, in writing, to request a correction. It should be made at the latest 2 hours before the next morning's team leaders' briefing. It will be dealt with expeditiously (S7b, 2.5.6).

10.2 If the complainant is not satisfied with the outcome, the team leader may submit a protest in writing to the Meet Director (See General Section chapter 5). The time limit for submitting protests is 10 hours after the outcome of the complaint is announced, except for the last competition task.

10.3 For the last task, the time limit for complaints is [one] hour after provisional results are published. The time limit for protests is [one] hour after the outcome of the complaint has been published..

10.4 The protest fee is € 50,- . It will be returned if the protest is upheld.

11 Rest Day

11.1 After 6 consecutive flying days there will be one rest day, unless it is the last day of the competition (Section 7b, 2.22).

12 Take-off methods

12.1 The take-off method is foot launch from hill site.

12.2 Main take off – **Peña Negra**
Height above sea level 1.909 m
Height above valley 900 m
Take off direction W - NW
Surface Size about 115 x 70m
Ballast water available at take off
Helicopter landing space: at take off
Car park about 40 vehicles capacity
Telephone: cellular mobile only
Toilets at take off
Distance from HQ 30 min. paved road from Piedrahita
Transport to take off by bus and mini bus

13 Take-off area

- 13.1 During the competition, the take-off area will be reserved for the registered pilots, team leaders, recognised competition personnel and media authorised by the Meet Director. The general public will be allocated a specific spectator area.

14 Launch

- 14.1 If necessary, an ordered launch method will be used.
- 14.2 First Task: The priority at take-off will be based on the current WPRS.
- 14.3 Following Tasks: The competition ranking will be used. In any case, the top 15 male pilots and top 5 female pilots will have the right to enter the take-off area whenever they wish.
- 14.4 Re-Launch is not permitted

15 Task Period

- 15.1 The task board at take-off will show:
- the time the take-off window opens and closes,
 - the time the start gate opens,
 - any modification of the take-off window and start gate times,
 - the start cylinder radius,
 - the turn points,
 - the task deadline,
 - the ultimate landing report time.
 - QNH
 - Turn direction of the day
 - The minimum period of time that the launch window must remain open for the day to be considered valid is based on the number of launch points available with 30 seconds of safe launch conditions per competitor.

16 Maximum wind speed

- 16.1 No task will be set with an average wind speed above 7 m/s 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.

17 Scoring

- 17.1 For scoring, The FS scoring program will be used and the scoring formula will be GAP 2008 (S7b, 5.2.3).
- 17.2 GAP Parameters and scoring options to be used will be announced in writing and posted on the bulletin board after the first briefing. Some scoring options may be decided for individual tasks and announced at task briefings.
- 17.3 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 15.
- 17.4 Each pilot must, as a minimum, provide one tracklog of a 3D GPS device. All standard types of GPS will be accepted. Backup GPS must also be 3D.
- 17.5 A pilot who lands (or limits his flight) to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case. (Section 7b, 5.4.1)

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- 17.6 Pilots leaving before the start gate opened, are awarded minimum distance points. Pilots must fill in landing and safety forms after each flight to receive valid scores for the day. 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.
- 17.7 The GPS map datum is WGS 84 and the format to be used is UTM time offset of: + 02.00 (hours).
- 17.8 The team score calculation is the daily sum of the score of the 2 best pilot scores from the entire team on each task (Section 7b, 5.2.5)

18 Competition altitude limits and controlled airspace

- 18.1 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.
- 18.2 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.
- 18.3 See Annex C on Altitude Verification for further information.
- 18.4 Penalties for verified infractions of controlled airspace or competition altitude limits will be applied as per Section 7b 2.29.2.1 and 2.29.2.2

19 Penalties

- 19.1 Penalties for rule violations other than what is already in S 7b will be announced at the Team Leader briefing by the Meet Director (S7b, 5.6.1, 5.6.3).

20 Thermalling

- 20.1 All pilots must read, understand and follow chapter 17 in Section 7b, Thermalling Rules and Techniques. 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.

21 Goal procedure

- 21.1 The end of the speed section will be a cylinder, size & position to be decided by the task setting committee.
- 21.2 The goal will be either a cylinder or a line for the end of task.

22 Numbers

- 22.1 The numbers supplied by the organizers shall be placed under the center of the wing, with the top of the numbers towards the leading edge. World Cup numbers will be accepted – other numbers will be given at the registration. The height of the numbers is minimum 40 cm and 4 cm in line width. (Section 7b 2.13)

Annex A

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class 3 glider _____ (make) _____ .
(model) I will fly in the _____ (Name of event)
Championship, from _____ to _____ (dates) is certified by one or more of the
internationally recognized certifying bodies (namely the DHV, AFNOR or SHV). 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.

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 2011 Section 7B 12.1**

Annex B

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 12th FAI World PG Championships held at Piedrahita, Spain from 3rd to 16th July 2011 ("the Championships"). 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 Spanish National Aeroclub, the property owners of the operation areas (including launch and landing areas), the Federation Aéronautique Internationale and CIVL, 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 Spain. 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 Spanish 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: _____

Annex C - 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 ($1013.25 - \text{QNH} * 27\text{ft/hPa}$) 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.