

LOCAL REGULATIONS

For the
1st FAI Asian Paragliding Accuracy Championships 2012



Wai-ao, Yilan, Chinese Taipei

12.6.2012 – 18.6.2012

Approved by CIVL Bureau – 31 December 2011

**Organized by Yilan County Aero-sport Promotion Association,
under the auspices of
Chinese Taipei Aerosports Federation (NAC)
on behalf of the
Fédération Aéronautique Internationale**

Web site: <http://www.para.org.tw>

**Correspondence address: Yilan County Aero-sport Promotion Association
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NAC address: Pim Fung Rubber Tie Down Company
No.8-3, Hengkeya, Taishan Dist., New Taipei City 243, Chinese Taipei**

1. About the event

Purpose

The purpose of the championships is to provide good and satisfying contest flying in order to determine the champion in each class and to reinforce friendship amongst pilots and nations.

Competition schedule

1st day	Tuesday	12 June 2012	Arrival of participants Training flights 10:00 – 16:00 Registration 16:00-18:00 General and mandatory safety briefing 18:00 - Opening ceremony
2nd day	Wednesday	13 June 2012	7:30 Team leader briefing 9:00 Start of official Training and competition. 17:00 Planned end of flying day
3rd day	Thursday	14 June 2012	7:30 Team leader briefing 9:00 - Competition flights 17:00 Planned end of flying day
4th day	Friday	15 June 2012	7:30 Team leader briefing 9:00 - Competition flights 17:00 Planned end of flying day
5th day	Saturday	16 June 2012	7:30 Team leader briefing 9:00 - Competition flights 17:00 Planned end of flying day
6th day	Sunday	17 June 2012	7:30 Team leader briefing 9:00 - Competition flights 14:00 Planned end of official flying day 18:00 Closing and prize giving ceremony
7th day	Monday	18 June 2012	Departure of participants /Reserve day

All times are in UTC+8

Officials:

Competition Director: Tseng-Jen Fan (TPE)

Jury President: Roman Pogacar (SLO)

Jury Member: Wesley Hill (AUS)

Jury Member: Davor Novak (CRO)

FAI Steward: Violeta Masteikiene (LTU)

Chief Judge: Uga Jondzic, (SRB)

Event Judge: Marsius Danang, (INA)

Launch Marshal: Kuo-Chuh Tseng (TPE)

Safety Director: Hsin-Fu Kuo (TPE)

Meteorologist: Chung-Hao Lo (TPE)

2. Entry and allocation procedure

Maximum Entry

The maximum number of pilots that maybe accepted in this Championship is 100.

Team size is 5+2.

Allocation Procedure

The Championship is open to all Member and Associated Member countries of the FAI subject to meeting the qualification criteria. Entry will be in three stages:

1. Asian NACs are invited to submit a team with the maximum 7 paraglider pilots not exceeding 5 of one sex. All Asian team pilot entry fees must paid before March 31st 2012. These pilots will be eligible to compete for both the Asian individual and Asian team championship titles.

2. Additional qualified pilots from Asian countries may be accepted if there are places available on March 31st 2012 and according to the allocation procedure set out below. These pilots must receive authorization to compete from their NACs. Registrations must be made by March 31st 2012. These pilots are eligible to compete for the Asian individual championship title only.

3. Additional qualified pilots from other continental regions may be allocated places, flying as guest pilots only. Guest pilots must register by March 31st 2012.

Allocation procedure: One place will be allocated to a qualified pilot in each Asian nation in order from the top ranked nation in the WPRS on January 1st 2012 down to the last ranked nation. This process will be repeated until end of registration list or until maximum number of places are allocated. The host nation shall have the opportunity to enter the same number of pilots as the top ranked nation.

If there are still places available, entries will be accepted from guest pilots who have pre-registered, allocated in WPRS order (as at January 1st 2012).

Allocation of places will finish no later than April 30th 2012.

There can be no substitution of team pilots after the start of the first competition round.

Entries

All pilot entries (including official team members) should be made online through the official website

<http://www.para.org.tw/>

Entries of all pilots must also be confirmed by the relevant NAC.

After checking the Official entry forms, the organization will send 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.

Deadlines

The deadline for receiving the Official entry form for all team and individual pilots is 24:00(local) on March 31st, 2012.

The deadline for receiving the Official entry fee for all Asian team pilots is 24:00(local) on March 31st, 2012.

Individual pilots (Asian and guests) must pay the entry fee within one week of their announced selection or their place may be reallocated.

Applications not received and entry fees not paid by the entry deadline may be refused.

Entry fee

Entry fee will be 150 EUR per male pilot and 75 EUR per female pilot, team leaders and other accompanying persons 75 EUR.

Entry fee covers the cost of:

1. Transport of pilots and gliders from HQ to launch on every competition day
2. Pilot's identification number
3. Lunch package (or meal) and water for every competition day
4. Event T-Shirt
5. Free entrance to all competition events.

Entry fee payment method

Indonesia, Japan and China will pay their entry fee (only of national team members) directly to CIVL/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

All other pilots should pay entry fees direct to the organizer's bank account, details as:

BENEFICIARY: WU CHI TUNG

ACCOUNT NO: 5045188018647

SWIFT CODE: TACBTWTP504

ACCOUNT WITH BANK: TAIWAN COOPERATIVE BANK JHONGLUN BRANCH

ADDRESS: 1F, NO.45 DONGSING RD, SINYI DISTRICT,

TAIPEI, TAIWAN

TEL:886-2-87681717

FAX:886-2-87682169

Refunds

The organizers are solely responsible for any refunds. Only the entry fees of pilots who cancel before the allocation deadline will normally be considered for a full refund (less bank charges). Any other requests for refunds will be at the discretion of the organizers.

3. General competition rules

Registration

Online registration will open on: 1st February 2012 00:00 Taipei time at <http://www.para.org.tw>. The physical registration office will be open from 10:00 to 16:00 on 12 June 2012. On arrival the team leader and members shall report to the registration office to have their documents checked and to receive supplementary regulations and information. Equipment checks will be made by the organizers at registration time to ensure all pilots are conforming to the rules on safety equipment. Helmets and harnesses MUST conform to the requirements set out in Section 7c

Pilot registration

All pilots must be present at the registration with following documents:

1. Evidence of competitor's nationality
2. Pilot's valid FAI sporting licence from NAC
3. Evidence of pilot qualification (NAC Licence or IPPI card to level 4 minimum)
4. Satisfactory evidence of glider airworthiness
5. Certificate of personal accident insurance (optional but recommended)
6. Certificate of third party liability insurance (the minimum insurance coverage is 4500 €)
7. Signed "Release of Liability" document

We will provide online pilots pre-registration at the competition website <http://www.para.org.tw> to allow pilots to fill out the registration form on-line, including uploading copies of the documents described above prior the competition registration.

Original of the entry form signed by NAC responsible person and all pilot documents also receipt of payment must be presented during the registration.

Number of rounds

There will be a maximum of 12 full rounds completed within the time available. A minimum of 3 rounds must be completed to validate the competition.

Launch order

All teams will be entered in a draw to determine launch order. Each pilot in the team will be allocated a number from 1 to 7. Individual entries will be allocated numbers follow team pilots. Guest pilots will be allocated flying order places by the organizers. The overall flying order will be established, such that all number 1s will fly in the drawn nation order, followed by all number 2s etc.

When the final round of the competition is called, pilots should launch in reverse order of their current competition position.

Pilot and glider identification

The organizer will provide numbers for each pilot which should be displayed prominently, on the lower leg, with number facing forward.

4. Rest days

The organizer will announce the policy on rest days during the competition after 8 rounds or 4

consecutive flying days are completed, whichever is the sooner.

5. Pilot briefings

There will be a daily briefing for team leaders each morning at 7:30, unless otherwise specified by prior announcement, and notified on the competition notice board. The Chief and/or Event Judge, Safety Director, Jury representative and Steward should also attend.

Briefings may be postponed or reconvened in the event of bad weather, and times will be announced and posted on the notice board. All pilots wishing to attend, team leaders and other personnel should attend briefings promptly.

6. Sites

Wai-ao site

Wind: 30°-210°

Take-off: 165m AMSL, 700m straight distance to the landing site, planted with turf of 80m length and 50m width,

Landing: Landing field along 1000m length and 100m width sand beach with no obstruction

Road access: General country road, possible for standard car or van, TT=15min

Facility: Toilets available, tents and refreshments.

Pei-Yi 61K site

Wind: 100°-280°

Take-off: 350m AMSL, 1200m straight distance to the landing site, planted with turf of 50m length and 50m width,

Landing: Landing field along 200m length and 40m width dried rice paddy with no obstruction

Road access: General country road, possible for standard car or van, TT=20min

Facility: Portable Toilets when needed, tents and refreshments.

7. Pilot skills

The competitor must have perfect nil-wind as well as good strong wind take-off skills

8. Take-off and landing

Safety

At the Launch Marshal's or Competition Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he/she appears unable to launch safely in wind and weather conditions that fall within operating limits.

A failed take-off attempt or safety problem arising immediately after take-off (and which is not a result of pilot's poor pre-flight check) which results in a landing at take-off, or away from the target, will be eligible for a re-launch for that round.

Launch order

Competitors must fly in the published flying order, unless they have prior permission from the

Launch Marshal.

Competitors not ready to fly in the established flying order when called forward to launch by the Launch Marshal, or who take off without the Launch Marshal's permission, will be liable to a maximum score.

A pilot who is not present at launch will be marked ABS in the results of that round and a maximum score will be recorded.

A pilot who did not fly or 3 times failed to take-off will be indicated as DNF in the results for that round and a maximum score will be recorded.

Launch interval

The recommended launch interval is 90 seconds, but may be adjusted by the Launch Marshal. A pilot can choose a 90 second interval.

Final approach

Competitors should be afforded a fair attempt at a target landing. They should have sufficient time during the flight to reach the target area directly from launch, to make a considered final approach to the target. The competitor is deemed to have started the final approach when, having turned to face the target, the Event Judge considers he/she has made a final commitment to making an approach to the target and is not expecting to have to make any significant changes of direction. Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.

Landing

Competitors will be scored according to the distance in centimeters between the first point of ground contact and the edge of the dead centre (3 cm) disc to a maximum score of 1000 cm.

The measuring field will have clearly marked circles set at 1m, 2.5m, 5m and 10m.

Scores up to minimum 15cm are measured by the automatic measuring device. If an automatic measuring device is found to be defective or not reset and the first point of ground contact has been on it, judges may measure that pilot's score manually.

Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitor falls.

A fall means if any part of the body or equipment (excluding speed system or stirrup) touches the ground before the wing does.

If a competitor lands with both feet together and the first point of contact cannot be determined, then the furthest point of the footprint is measured.

Footwear: Heel and tip of competitor's footwear must not be modified such that it might damage an automatic measuring device.

Maximum wind speed

The maximum permitted wind speed at each target area, for the purposes of competition scoring will be 6.0m/s. The competition will use a wind recording system at the target, with warnings of exceeding limits.

Signals

Judges will wave a red flag within the measuring field if the conditions in the target are dangerous. If the red flag is not readily available the person can wave above the pad with arms or with the judging vest. It signals that the target is closed and the pilot has to land outside the target.

9. Pre-fliers

The official championship's pre-fliers will be notified to all pilots at the first competition briefing. They will be experienced pilots familiar with the local sites, who understand the importance of their role in the championships. They will not be competitors.

Pre-fliers will fly after significant periods of stand down of 1 hour or more. Feedback from pre-fliers will be communicated to all pilots at launch and target directly after all such flights.

10. Scoring

Individual score

Individual scores shall be an aggregate of all scores achieved by that competitor.

When five or more valid rounds are completed, the worst score is dropped. The winner shall be the pilot gaining the lowest aggregate score across all the rounds flown in the competition.

In the event of any tie between the first three individuals, both (or all) will have an additional tie-breaker flight.

Providing there are at least 8 women pilots from three countries competing, individual Gold, Silver & Bronze FAI medals will be awarded in the female class.

Guest pilots are not eligible to compete for individual Asian Continental championship titles, but will be scored as part of the overall scores and accrue WPRS points accordingly.

Team score

Each nation's team score for each round will be calculated as the aggregate score of the best four scores of the team. There is no dropping of the worst score in team scoring.

If any nation has less than four competitors, then a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor.

Team pilots cannot be substituted after the start of the first competition round.

In the event of any tie between first three teams at the end of regular competition, all members of each of those teams will have an additional flight, if circumstances permit, and the nation's team score will be calculated. If any teams are still tied, this will be repeated as required until the tie is broken.

In the case of insufficient time, as determined by the Chief Judge, the fly off will be between one nominated member from each team.

Only pilots registered by their NACs as team pilots are eligible to compete in the team championship.

Results publishing

As soon as is practical at the end of the round, the recorder will post the scores on the main notice board. These will be marked Provisional, with the posting time and date clearly visible.

Any complaint against the Provisional scores must be lodged within 2 hours of the scores being posted. (Except for the last round, see 14 below.)

Penalties

Dangerous flying: First offence: strong warning. Second offence: maximum score for the round. Third offence: exclusion from the competition. The Chief Judge and Launch Marshal shall liaise with the Safety Director and the Competition Director to report incidences of dangerous flying.

Other rule infringements: As for dangerous flying.

11. Judging

Judging team

The competition will be judged by international judging team.

Video evidence

Organizer will provide video recording on the landing. In the case where amateur video evidence is available when an official complaint is made, the Competition Director and Chief Judge reserve the right to choose whether and when to view that video evidence. The decision will be made on a case to case basis.

The FAI appointed Jury may choose to accept video evidence as an aid to decision making.

Missing video evidence is not a reason to award a re-launch.

12. Safety

Safety Committee

A Safety Director will be appointed and a Safety Committee formed. The Safety Director's responsibility will be to monitor all aspects of safety. These include but are not limited to: addressing all pilots at the mandatory safety briefing, attending all pilot briefings, checking equipment such as helmets and harness, checking the meteorological conditions and especially the wind speed at launch and target, checking pilot separation, preventing pilots launching with unsafe equipment, collecting accident reports from pilots and/or team leaders, discussing any incidents with the Steward and presenting the conclusions at pilot briefings.

The Safety Director in conjunction with the Competition Director may stop the competition for reasons of safety. Any decision taken by him will be reported to the Jury President and Steward.

He will have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.

Safety Committee will includes: Competition Director (or Technical Director), Launch Marshal (or Deputy), senior member of Judging Team, minimum of three experienced pilots (one local, two visitor competitors)

The ultimate responsibility for a pilot's safety lies with the decisions of the pilot himself and is not guaranteed by the actions or decisions of the Meet Director or the Safety Committee.

Emergency procedures

One English speaking emergency doctor and an ambulance with appropriate equipment will be

available during all operations at the landing. Appropriately qualified medical and rescue personnel will be at the take-off, during all rounds, including the practice round. The nearest Jiao-Xi Hospital can be reached within 15 min.

13. Operational regulations

Air space will be reserved for the competition without restrictions.

Radio transceivers

2m (144.000 MHz~146.000 MHz) radios are allowed for communication between competitors and team leaders. Radios are not to be used for the purpose of providing advantageous competitive information or for coaching. Radios or other communication devices are not to be used during competition flights, other than for emergencies. Only frequencies allocated by the organizers may be used. The official frequency during the competition and the safety frequency will be announced at the first Pilot briefing.

14. Complaints and Protests

Complaints and Protests will be dealt with according to the procedures in Section 7C and General Section. A complaint may be made to the Competition Director or his deputy, preferably by the team leader. 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, using the form provided in S7c. The time limit for protests is 2 hours (1 hour after last round) after notification of the result of the complaint. The protest fee is €30. It will be returned if the protest is upheld.

If provisional scores are posted more than 2 hours after sunset and before 6:00 am next day, then the deadline for a complaint is 8:00 am.

The Official Protest forms and printed copies of S7c will be available at the Recorder's table, and with the steward.

15. Free Flyers

There will be no free-flying allowed from the competition site in use, either during the competition or during a stand down, either by competition pilots or by free flyers, except when declared by the Launch Marshal/Competition Director.

Pilots during free flying have to land out from the target. Landing at the target can be penalized by the Competition Director.

16. WADA issue

Pilots are strongly advised to follow the WADA regulations and must obtain a TUE if they are on medication before a FAI Category 1 competition. Please refer to WADA home page <http://www.wada-ama.org/>