

LOCAL REGULATIONS FOR THE 2014

(Approved on January 13th 2014

Modified January 30th 2014)

13th FAI Women's World Hang Gliding Class 1 Championship

1st FAI World Hang Gliding Class Sport Championship

19th FAI World Hang Gliding Class 2 Championship

6th FAI World Hang Gliding Class 5 Championship



**Annecy Lake, France
21 June – 5 July 2014**

**Competitions organised by the Delta Club Annecy
on behalf of the Fédération Aéronautique Internationale
and the Fédération Française de Vol Libre**

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Web site: <http://airtribune.com/sport-hg2014>

1- Programme

Training task	21 June
Registration with glider control*	21 and 22 June
Pitch measurement	21 and 22 June
Opening ceremony	22 June evening
Mandatory safety briefing & general briefing	23 June morning
Official training task, pitch measurement	23 June
Competition flying days	24 June to 04 July
Prize giving and Closing ceremony	05 July morning

* Class 1 sprogs + Class 5 twist and/or profile as defined by CIVL

2- Officials

Competition General Manager	Jean-Louis Debiée
Organisation Coordinator	Yves Weiss
Meet Director Cl. 1-Sport-5 / 2	Richard Walbec / Assistant to be chosen
Safety Director Cl. 1-Sport-5 / 2	Raymond Caux / Assistant to be chosen
Take-off Marshall Cl. 1-Sport-5 / 2	Alex Briebe / Friedrich Wankerl
Goal Marshall	Friedrich Wankerl
Scoring	Jérôme Auger
Meteorologist	Joël Favre
Communication	Stéphane Malbos
CIVL Steward	Dennis Pagen
International Jury President	Flip Koetsier
International Jury Members	Heather Mull, Fabio Loro

3- Entry

The Championships are open to all Member and Associated Member countries of the FAI who may enter per class any number of pilots not exceeding 10.

The maximum number of pilots accepted in the Championships is 150.

The number of pilots expected in Class 1 Women is 40.

The number of pilots expected in Class 2 is 20.

The number of pilots expected in Class 5 is 60.

The number of pilots expected in Class Sport is 30.

The numbers being "expected" means that if there are too few pilots in one Class and too many in another, numbers will be readjusted in agreement with CIVL.

The maximum team size for each Class is 6.

There is no team Championship in Class 2.

4- Entry fees

Entree fees are:

- 450 € per pilot.

- 120 € per team leader or assistant.

The top 3 nations in Class 5 on January 22, 2014 will pay directly their Entry fee to FAI (as per S7A 7.1.3).

For this fee, the Organisers will conduct the Competitions and provide:

- Morning coffee

- Lunch pack & noon beverage

- Entrance to the festive evening with dinner scheduled on July 4, 2014.

- Discount for local accommodation

5- Eligibility to compete

Qualification criteria for all pilots wishing to compete in the championships are:

- If the competitor's country issues pilot licences for hang gliding the pilot must hold a valid licence appropriate to the glider to be flown.
- Each competitor shall hold a valid FAI sporting licence issued by his own NAC. Competitors from prospective FAI member countries may use a licence issued by the FAI Secretary General.
- Each competitor shall have competed in a Category 1 hang gliding event in the four years before the qualifying date, or placed in the top 2/3rds of pilots in a Category 2 hang gliding event during the 3 years prior to the Category 1 Championship.

Exception to eligibility to compete

As per Section 7A 3.5.

6- Pre-Registration

NACs must pre-register their pilots on the organiser's website (<http://dca.ffvl.fr/hg2014/index.php/en/>) before April 5, 2014.

The organisers suggest that NACs pre-register enough pilots so they can be part of both allocation rounds.

7- Allocation and payment of entry fees

Allocation will be done according to S7A 3.2.

For each Class, the first allocation round will start on April 5, 2014 with 1 pilot per country. Allocation results will be published on the organisation website on April 6, 2014.

NACs are requested to pay their pilots Entry fees before April 20, 2014.

On April 21, 2014, any unpaid Entry fee or cancellation will open up a spot for a second allocation round.

The second allocation round will take place on April 21, 2014.

Final allocation results will be published on the organisation website on April 22, 2014.

NACs are requested to pay their new pilots Entry fees before May 29, 2014.

To any late payment a supplementary fee of 100 € will be applied.

NACs will not be contacted individually for allocation results and payments. They must rely on the organisers website.

8- Registration

On arrival, the Team Leaders and Competitors shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information.

The Registration Office will be open:

- Saturday June 21, 2014: 10h to 20h
- Sunday June 22, 2014: 10h to 16h

The end of the registration period is considered to be the official start of the competition.

The following are required for each competitor:

- Evidence of nationality (ID Card or Passport).
- Valid FAI Sporting Licence.
- Certificate of insurance: as detailed on the Entry Form, a documentary proof of insurance in English for Third Party Liability shall be made available to the organisers before starting to fly from the competition sites.
- Satisfactory evidence of glider airworthiness as per S7A 12.2.3.
- Written sprog measurements for Class 1, twist measurements and/or other measurements for Class 5 if specified by CIVL at the 2014 Plenary Meeting. Providing them before on-site arrival is the responsibility of the Team Leaders.

However, measurements will be possible at the Headquarters 23 June 2014. Then they will be made

randomly after the tasks.

- Helmet for EN966 check.
- GPSs for registration.
- Pilot and crew mobile phone numbers and radio frequency.

9- Equipment

Gliders and helmet

As per S7A 1.5, 2.10, 12 and 15.

Glider control (or pitch device measurement) may be performed at any time at launch or goal during the competition. Pilots not complying with requested control measurement will be penalized.

GPS

Pilots must use at least one 3D GPS, compatible with the scoring software used.

Only 3D track logs will be accepted for scoring.

Radio Transceivers and Mobile Telephones

A 2m FM transceiver is mandatory and a switched on mobile telephone is strongly recommended during all flights. Radios are for communication between competitors, team leaders, drivers and the organisers, unless specified otherwise, see §4. Only frequencies approved by the organisers may be used. There will be no restriction on the mobile telephones' use. All pilots and crew must submit their team frequencies and mobile telephone numbers to the meet director, this information will be used for safety purposes. Pilots and crew must use HQ frequencies only in case of emergency. Voice-activated microphone (VOX) on HQ frequencies are forbidden and will be penalized.

Competition numbers

They shall be displayed on the underside of the right wing tip with the top of the numbers towards the leading edge.

10- Safety

Maximum wind

At take-off, the maximum wind speed in which a task shall be flown will be:

- For Class 1 and Sport

35km/h at Semnoz and Les Saisies take off and 30km/h at La Forclaz take off.

- For Class2 and 5

40km/h at Semnoz and Les Saisies take off and 35km/h at La Forclaz take off.

- For Class 2

40 km/h.

The height where the measurements are done and their frequency will be discussed at the first Team Leaders meeting.

The maximum figures stated above will be discussed at the compulsory pilots safety meeting.

Safety frequency

In case of threatening weather, the teams may be required to switch all on the Safety Frequency, in order to inform all pilots as fast as possible.

Live-tracking

Live-tracking is mandatory. Each pilot must turn his live-tracking device from the start of the task until reporting back to the headquarters for downloading.

11- Take-off Method

Foot launch from hill sites

Depending on the take-off, open window or ordered launch will be used.

If it is necessary to have an ordered launch, the Meet Director will announce the system at the team leader briefing.

Launch system

It will work as follows:

15 minutes open list (early bird) followed by:

- on first day the top 10 pilots from the WPRS in reversed order followed by open or ordered list;
- on all other days the top 10 of the overall results of the previous day in reversed order followed by open or ordered list.

The "push" system will be used. Only pilots ready to take off in the launch lanes are allowed to push.

Priority Set-up

The gliders will be set up in 10 gliders stripes, perpendicular to the launch lanes from front to back, according to the order defined here above.

The gliders set up in front will have priority to enter a launch lane over all gliders still behind them in the launch lane at the moment they enter it.

Re-flights

The Meet Director will announce the permitted number of take-offs at the daily task briefing, as well as the latest departure time of the official transport back to 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 take-offs.

Re-flights will only be permitted if the pilot lands at the official landing place.

Pilots must report to the Start Marshall before the second take off attempt.

Overcrowding

In the event of dangerous overcrowding in the air around take-off area, the Meet Director may close the launch temporarily until congestion has eased.

12- Waypoints

Waypoint files are at:

<http://dca.ffvl.fr/hg2014/index.php/en/informationpageuk/waypoints>

Take-off Sites and Waypoint Names (Class 1, Sport, 5):

Montmin - La Forclaz, W: D01126

Le Semnoz, W: D03161

Bisanne, S and NW: D07193

Le Sire, S: D06150

Aero towing (Class 2):

Doussard: A91046

Monthion: D09031

Number of tugs : 2

Tow rope length 55 m

Weak link strength 80-100 daN

Release height 600 m

Starts will be cylinders, used either as entry or exit.

The type of start and the dimensions may vary from task to task and will be specified at each task briefing and displayed on the task board.

Turn Points will be cylinders of 400 m radius unless otherwise specified as above.

Goals will be virtual unless stated otherwise in the task briefing, and may be either a line or a cylinder with type, size and coordinates specified as above.

When possible, there will be a physical line for reference only at those coordinates.

13- Task

Task period

Times of window opening and closing for take-off, turn direction, turn points, and last landing will be displayed on the Task Board. Any window extension policy will also be displayed in writing.

The minimum launch window open time for a valid task will be 45 seconds per pilot divided by the number of launch lanes that can be used.

Task stopped

If conditions become unsuitable for competition once pilots have launched, the Meet Director may stop the task. This will be communicated verbally to pilots not yet launched, and broadcasted at ten-minute intervals during one hour on the HQ, Team Leaders and Safety frequencies.

Since radio transmissions are not infallible, no pilot should make any assumptions as to whether a task has been cancelled or not, unless she/he has actually heard the cancellation official announcement and has recognized the meet director's voice.

Once the announcement confirmed, the pilots may show it each other with their legs "cycling" out of the harness. Abuse will be penalised.

14- Rest days

The Meet Director may declare a rest day after six days of consecutive flying, unless this is the last day of the competition. The rest days policy will be declared at the first Team Leaders briefing.

15- Scoring and flight verification

Software

Scoring will be done according to the most recent version of FS and GAP scoring program and formula. GAP parameters will be discussed and decided at the first Team Leader briefing. The GPS map datum is WGS 84 and the format used is ddd°mm.mmm', UTC offset + 2 h.

GPS

The GPS is the only way to verify and prove a flight. To be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code.

The track logs of two GPSs together may be used to provide a required track log.

Pilots may use any model of GPS unit compatible with the flight verification software to be used at this event.

Team scoring

There will be a Team scoring in Class 1, 5 and Sport Class, with teams up to 6 pilots. These scores will be the sum of the best 2 team pilots scores for each task.

16- Penalties

Penalties may be awarded by the Meet Director (see S7 5.8).

- Glider control failure

1st offence: zero for the day.

2nd offence: expelled from the competition.

- Cloud flying:

1st offence: zero for the day.

2nd offence: expelled from the competition.

- Controlled airspace infringement, horizontal or vertical:

Zero for the day. Airspace infringement is proven when the track is more than 30m horizontal or vertical within the airspace. Barometric altitude used by default.

- Not reporting back, or reporting back later than 30mn after the task finish/land by time without reasonable explanation:

1st offence: zero for the day,

2nd offence: disqualification from the competition.

- Not using Live-tracking according to the rule:

zero for the day.

- Downloading after the specified time:

1st offence: $P = W / 10$ (100 points for a full valid task).

2nd offence: $W / 2$ (500 points on a fully valid task).

Further offence score M (minimum distance score).

... unless a reasonable explanation is offered as soon as possible to the meet director. The opening time, closing time and location of scoring will be stated clearly. Pilots will not be penalised in the event of excessive delays or technical difficulties with scoring.

- Early start, formula: $P = T / K$, if $T > 900$: score M .

- Too much ballast:

1st offence: 100 points.

2nd offence: zero points for the task.

3rd offence: expulsion from the competition.

- Not following meet officials' directions, abusive behaviour towards meet officials or other pilots, dangerous flying, VOX use, maliciously showing the stopped task sign, reporting landed too late after flight etc.: penalties at the meet director's discretion.

(P penalty, T faulty time interval(s), K coefficient set for the first pilot briefing (1 to 10), M minimum distance, W winner's score).

17- Cloud flying

Cloud flying is illegal and un-sportsmanlike. A pilot is deemed to have flown into a cloud if she/he is:

- Observed by a meet official or by a nearby air marshal going into the cloud and disappearing from her/his view, and/or

- Witnessed by 2 pilots going into the cloud and disappearing from their view, attested in writing, and if barograph or 3D GPS traces from the accused show the accused significantly above nearby pilots at the time of the incident, and/or

- At the discretion of the meet director, GPS track log data proving to him that the pilot was cloud flying.

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 illegal advantage should descend safely and fly to a safe position near the course line until the extra height gained is lost by means of circles or other methods before continuing on course, so that other pilots can see there was no intention to gain an advantage.

Altitude verification

Local airspace is defined using height above ground, height relative to local airports, and for the upper ceiling levels, standard pressure flight level. The organiser will provide an official reference altitude in both feet and meters for the launch point for the day (this will always be the same for the same site), and a standard pressure altitude in both meters and feet at the time of the briefing (this will change each day with the weather). This information to be clearly displayed on the task board.

For the purposes of altitude verification, the scorer keeper will group GPS instruments into three broad categories:

Group 1: Instruments incorporating a pressure sensor to be able to record and/or display pressure altitude, e.g. Flytec 5030/6030/Brauniger Compeo/Compeo+. (Some other instruments may also display GPS altitude).

These instruments should be set to the altitude of the airfield shortly before launch. Your instrument then displays and records the pressure altitude that will be used for scoring purposes. The airfield altitude is 232 meters or 761 feet.

One way to set the main large altitude display on Flytec 6030 or Brauniger Compeo+ is to set it to the GPS determined altitude of the airfield after your internal GPS has acquired the satellites at the airfield. (Press the left hand soft (menu) button, then the right hand soft (menu) button.) Pilots can also use the up and down arrows to set their altitude displays.

Group 2: Instruments recording only GPS altitude, e.g. Garmins that do not have an internal pressure sensor.

Pilots flying with GPS-only altitude units should be aware that there can be a difference between

pressure and GPS altitude of up to 200 to 300 m and therefore if they wish to be assured that they will not violate airspace should not get closer than 300 meters to the bottom of an airspace. Each day the difference between the GPS altitude and the pressure altitude will be derived by the score keeper by referencing track(s) from an instrument used on that task that gives both measures (egg Compeo+/6030). For those pilots using GPS altitude only instruments, their GPS altitude will be adjusted using this difference.

For example, if pressure altitude is found to be 200 meters higher than GPS altitude, 200 meters will be added to the altitudes found on the altitude field in the pilot's track log to determine if the pilot entered into airspace.

Group 3: Instruments that incorporate a pressure sensor, such that the recorded altitude is normally a continuous updated combination of GPS height and pressure altitude, egg those Garmin GPSes that have a pressure sensor.

The auto-calibrate function must be switched off. And the unit must be calibrated to the altitude of the airfield.

While Garmin menus may vary for different models, this is the normal method to set these instruments:

Main menu -> Setup ->Altimeter ->Auto Calibration: Off Main menu -> Setup ->Altimeter ->Calibrate Altimeter->Do you know the correct elevation: Yes

These instruments will display and record pressure altitude.

Auto-calibrate is the default setting. If the instrument is turned off and then on again auto-calibrate will be turned back on, and must be turned off. If the pilot is already flying they won't be able to set the altitude correctly.

Controlled airspace information will be provided as to each competitor in map form and as an Openair format software file. This will include details of any local agreements overriding official airspace.

18- Change in glider configuration, repairs

As per S7 12.1.2 and 2.16.4.

If repair is done of any other manner, it must be approved by the Meet Director before the glider is allowed to fly.

19- Complaints and protests

The Organiser 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 before 10h00 the next day.

Competitors are recommended to request correction of mistakes as soon as possible.

A complaint in writing may be made to the Organisers, preferably by the Team Leader to request a correction. The time limit for complaints is 12 hours after provisional results are published, except on the last day where the deadline is 1 hour.

If the complainant is not satisfied with the outcome, the Team Leader or Pilot may make a protest in writing to the Meet Director or his Deputy (See General Section, Chapter 5). 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 1 hour. The protest fee is 50 €. It will be returned if the protest is upheld.

20- Others

Training before the competition:

Please check airspace regulation with the Organizers.

The Task Advisory Committee and Safety Committee will be chosen at the first Team Leader briefing.