

LOCAL REGULATIONS

(To be used with General Section and Section 7A of the FAI Sporting Code)

20th WORLD HANG GLIDING CLASS 1 CHAMPIONSHIPS



**XX MUNDIAL
ALA DELTA
2015**

Valle de Bravo • Temascaltepec
México



Approved by CIVL Bureau 14.09.2014

Changes approved by CIVL Bureau 20.11.2014

Changes approved by CIVL Bureau 7.1.2015

Changes approved by CIVL Bureau 14.2.2015

Valle de Bravo, Mexico February 28 – March 13, 2015

Competitions organized by Alas del Hombre on behalf of the Fédération Aéronautique Internationale and the Federación Mexicana de Aeronáutica A.C.

Contact: miguel@faiheworldmex.com
Information: <http://www.faiheworldmex.com>

1-Purpose

The purpose of the Championships is to provide safe, fair and satisfying contest flying in order to determine the 20th World Hang Gliding Champions in Class I and to reinforce friendship amongst pilots and nations.

2-Program

DATE	ACTIVITY	TIME	PLACE
Friday February 27	Registration Pitch measurements	10:00-18:00 hrs.	Centro Regional de Cultura J.A.P.
Friday February 27	Mandatory Team leader & Pilot briefing	19:00 hrs.	Centro Regional de Cultura J.A.P.
Saturday February 28	Opening ceremony	10:00 hrs.	Alameda Bicentenario
Saturday February 28	Welcome dinner	20:00 hrs.	
Sunday March 01	Practice day	10:00-18:30 hrs	El Peñón, Temascaltepec
Monday March 02 to Thursday March 12	Competition days	10:00-18:30 hrs.	El Peñón, Temascaltepec

Friday March 13	Awards Ceremony	12:00 hrs.	Alameda Bicentenario
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PARADE & OPENING CEREMONY PROGRAM

February 28, 17:00hrs.

- 17:00 hrs Teams ready at Zocalo, (Main square)
- 17:30 hrs National Team Parade Zócalo-Alameda bicentenario
- 18:00 hrs Opening Ceremony Alameda Bicentenario

3-DAILY SCHEDULE*

- 08:00 - Headquarters open
- 8:30 - Team leaders / Task Committee briefing / Headquarters
- 08:30 - Deadline for protests of the previous day, except for the last day
- 09:00 / 10:00 - Transport to take-off
- 11:00 - Pilots' briefing / Previous task official results / Task definition
- 12:00 - Take-off window opens
- 16:00 - Scoring office opens at the Headquarter
- 18:00 – Stop task
- 18:30 – Landing Deadline
- 19:00 - Safe landing report deadline
- 21:00 - Scoring office closes
- 21:30 - Provisional results
- 23:00 - Complaints resolution published

*This schedule is subject to change if deemed necessary by the Meet Director.

4-Officials

Competition Office Manager	Miguel Gutiérrez
Meet Director	Karel Freudenthal
Safety Director	Manuel Ruiz
Live Tracking Manager	Chris Trow
Take-off marshal & Goal marshal	Trudy Craddock
Scoring	Héctor Serrano
Communication Coordinator	Eduardo Corona
Rescue Coordinator	Alejandro González

PR
Hostess
Steward
Trainee Steward
Jury President
Jury members

Claudia Gómez Palacios
Agata Lanz
Dennis Pagen (USA)
Mitch Shipley (USA)
Stéphane Malbos (FRA)
Kari Kastle (USA)
Giovanni Vitola (GUA)

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5-Headquarters

Centro Regional de Cultura Joaquin Arcadio Pagaza, Fray Gregorio J. de la Cuenca S/N (200m from Alas del Hombre)

6-Entry

The 20th World Hang Gliding Championships are open only to F.A.I. Pilots in Class 1 selected by their N.A.C. Not exceeding 8 pilots by Nation. The maximum number of pilots accepted in the Championships is 110. See team scoring in part 18 below.

7-Pre-Registration

NACs must pre-register their pilots on the organizer's Website: <http://www.faihworldmex.com> before October 1, 2014. The organizers suggest that NACs pre-register enough pilots so they can be part of both allocation rounds.

8-Entry fee

-\$640. U.S. per pilot
-\$165. U.S. per team leader or assistant,
The top 3 nations will pay directly their Entry fee to FAI as per (as per S7A 7.1.3).

For this fee, the Organizers will conduct the Competitions and provide: Snack pack & water, maps, sponsor gifts and entrance to special events and

evening dinner scheduled for February 28 2015.

9-Allocation and payment of entry fees

Allocation will be done according to S7A 3.2.

The first allocation round will start on October 1, 2014 with 6 pilots per country.

Allocation results will be published on the organization website on October 6, 2014.

NACs are requested to pay their pilots Entry fees before October 15th, 2014.

On October 16th, 2014, any unpaid Entry fee or cancellation will open up to maximum 2 spots per country for a second allocation round.

The second and final allocation round will take place on November 1st, 2014. For 2 more pilots per country allocated one at a time. Second and final allocation results will be published on the organization website on November 2, 2014.

NACs are requested to pay their pilots Entry fees of the second and final allocation round before November 15th, 2014.

To any late payment a supplementary fee of \$140 U.S. will be applied. NACs will not be contacted individually for allocation results and payments. They must rely on the organizers website

(Printed receipts will be provided by the organizers until competition closing date.)

Applications even with fees paid but not filed by the entry deadline may be refused. (Deadline: Thursday 27 February 2014: 18h)

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

The following are required:

- Evidence of competitor's nationality (Passport, National Card, IPPI Card)
- Valid FAI Sporting License

- Qualification: level IPPI 5
- Certificate of insurance*
- Receipt of payment of entry fee by the closing date
- Satisfactory evidence of glider airworthiness (see F.A.I. Sporting Code)
- Written sprog measurements for Class 1 (see F.A.I. Sporting Code) (measuring tools and assistance will be available to teams during the times designated in the official Program)
- All pilots will be provided with pilot numbers that must be affixed to the top of each upright prior to the start of the competition.
- GPS of each competitor for registration

Pilot and crew mobile phone numbers and radio frequency.

The registration office will be open:

Thursday 27 February 2015: 10h to 18h

11-Eligibility to compete

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

- If the competitor's country issues pilot licenses for hang gliding the pilot must hold a valid license appropriate to the glider to be flown.
- Each competitor shall hold a valid FAI sporting license issued by his own NAC. Competitors from prospective FAI member countries may use a license issued by the FAI Secretary General.
- Been ranked with at least 20 WPRS points in Hang Gliding Class 1 ranking in the three years prior to the entry deadline of the Category 1 championship **and** Participated in one or more FAI sanctioned competitions with at least 30 pilots during the three years prior to the Category 1 championship.

~~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.

The following will be checked at registration:

- Helmet check (also randomly after a task).
- GPSs for registration.
- Pilot and crew mobile phone numbers and radio frequency.

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12-Safety

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

The maximum wind speed in which a task shall be flown is 40 km/h. This shall be measured at the take off chosen for the daily task, at man's height.

Please remember that pilot judgment is critical, as to whether to continue the task in a hazardous weather situation or not. Each individual competitor is the best Judge of what constitutes safe conditions for her/himself. Each pilot is completely responsible for her/his own safety at all times.

If a helicopter rescue is needed, It will take off from Toluca (normal case), the average responding time is about 20 min. At no charge for competitors.

13-Equipment

Gliders and helmet

As per S7A 1.5, 2.10 and 12.

As per S7A 12.6.3: All pilots competing in 1st Category events must wear a helmet certified to either EN966(HPG), EN 1077 A & B (snow sports), ASTM 2040 (snow sports) or SNELL RS98, at all times while flying.

GPS

Pilots must use at least one 3D GPS, compatible with the scoring software used. Only 3D track logs will be accepted for scoring.

Competition numbers

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

Radio transceivers and mobile telephones

In the interest of safety, a 2 m FM transceiver is mandatory and mobile telephone is strongly recommended. Radios are for communication between competitors, team leaders, drivers and the organizers. Only frequencies approved by the organizers may be used.

Radios

The Official retrieval frequency is
145.950 RETRIEVAL

Pilots and teams can use their own frequencies for team communication but they have to submit the frequencies to the organization and keep the written policy at all times when use the radio. Organization will provide written policy for use of radios in Mexico.

There will be no restriction on the mobile telephones use. All pilots and crew are requested to submit their team frequencies and mobile telephone numbers to the meet director, this information will be used for safety purposes. Pilots and crew are requested to use HQ frequencies only in case of emergency. Voice-activated microphone (VOX) on HQ frequencies are forbidden and will be penalized.

Glider Control and Prototypes

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. There may be random checks in goal, with penalties at the discretion of the Meet Director. Gliders are subject to the normal glider control for sprog settings. The steward will assist pilots in measuring sprogs for their own information when other duties allow beginning with registration. Pilots should prepare their sprogs with the instruments previously donated by the CIVL to each team leader.

[Prototype hang gliders are not permitted see Section 7A paragraph 2.10.](#)

14-Take-off method

Foot launch from El Peñon Take Off:

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 procedure that at the team leader briefing.

The launch system will work as follows:

A 15 minutes open list (early bird) followed by: On the first day the top 10 pilots from the International Hang Gliding Ranking in reversed order will have priority and will set up in the priority area. In addition, the task and safety committee members will set up in the priority area every day. They will be 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 designated glider set up areas behind the launch ramp, a series of corridor lanes around the set up areas will be displayed, these lanes will be used according to the order defined 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.

After take-off, the turn direction will be right during “even” days and left during the “odd” days on the launch ridge until the Start Gate has been passed.

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.

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

Waypoint Files:

<http://www.faiheworldmex.com/abouttheevent.php>

15-Turnpoints

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

Goals will be virtual 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.

16-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.

17-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 day policy will be declared at the first Team Leaders briefing.

18-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 - 6 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 with teams up to 8 pilots. Six pilots on each team must be selected as team scoring pilots before the first round. The other two pilots will compete for the individual championship. Each day the highest three scores of the six pilot team will be summed up for the team scoring.

19-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.

- Not following meet officials' directions, abusive behavior 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).

20-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.

21-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 organizer 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 (e.g. 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, e.g. 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.

22-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.

23-Complaints and protests

The Organizer 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 Organizers, 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 \$70.U.S. It will be returned if the protest is upheld.

24-Others

Training before the competition:

Please check airspace regulation with the Organizers.

