

# LOCAL REGULATIONS

FOR

## 3<sup>rd</sup> FAI Asian Paragliding Championship

(APPROVED BY THE CIVL Bureau 02.12.11)

( Amendment approved by the CIVL Bureau 13.12.11 )



Linzhou, CHINA  
May 24th to June 2<sup>nd</sup>, 2012



Organized by:

Henan Anyang Government

## Aero Sports Federation of China (NAC)

ON BEHALF OF

FEDERATION AERONAUTIQUE INTERNATIONALE (FAI)

These Local Regulations are to be used in conjunction with the General Section and Section 7B of the FAI Sporting Code. Reference numbers for Section 7B used in this text should be crosschecked with the latest edition of Section 7B.

### CONTACT:



**Aero Sports Federation of China(ASFC)**

**Address :** A14 Tiantan Dongli Zhongqu, Beijing 100061, China

**Phone :** +86-(0)10-67050850

**Fax:** +86-(0)10-67050839

**Contact:** Han Zhaofang, Zhang Wei

**E-mail:** asfc28@sohu.com

**Website :** www.soaring.org.cn

### Local office :



**Linzhou Paragliding Club**

**Address:** Xihuan Beilu, Linzhou, Henan Province, China

**Phone:** +86-(0)372-6105688

**Fax:** +86-(0)372-6105699

**Email :** cgy998@126.com

**1. General****Purpose**

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

**2. Programme**

Registration:	Thursday	24 <sup>th</sup> May	8:00-19:00
Unofficial training day with transport to take-off and limited retrieval:	Thursday	24 <sup>th</sup> May	
Mandatory Safety meeting:	Thursday	24 <sup>th</sup> May	20:00
Official training task:	Friday	25 <sup>th</sup> May	
Opening ceremony:	Friday	25 <sup>th</sup> May	19:00
First competition briefing:	Saturday	26 <sup>th</sup> May	11:15
Contest flying days:	Sunday	26 <sup>th</sup> May– Saturday	2 <sup>nd</sup> June
Prize-giving, closing ceremony	Saturday	2 <sup>nd</sup> June	19:00

**TYPICAL DAILY SCHEDULE**

07h30	Headquarters open
08h00	Deadline for protests of the previous day
08h00	Team leader briefing at the main HQ
09h00 / 10h30	Transport to take-off
10h45	Meet Director / Task and Safety Committee meetings
11h15	Pilots' briefing / Previous task official results / Task definition
11h45	Take-off window opens
16h30	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 2.15, 2.16)

**3. Officials**

## Officials:

Meet Director	Han Zhaofang
Safety Director	Zhang Wei
Scorers	Zhang Jun, Fabrice Sibille [France]
Take Off Marshal	Yuan Linchao
Goal Marshal	Zhao Meiyuan
Transport and Retrieve Coordinator	Chen Guangyu
Meteorologist	Gao Yang, Zhang Wei
FAI International Jury	President Agust Gudmundsson [Iceland] Member Vitor Pinto [Portugal] Member S P Katyal [India]
FAI Steward	Dennis Pagen [USA]

## 4. Entry

- 4.1 The Championship is open to all Member and Associated Member countries of the FAI.
- 4.2 The maximum number of competitors permitted in this championship is 90.  
The maximum number of competitors for each nation is 20.
- 4.3 All the Asian NACs are invited to submit a team of up to 5 + 1 female as a national team and other pilots in order of preference up to the maximum per nation.

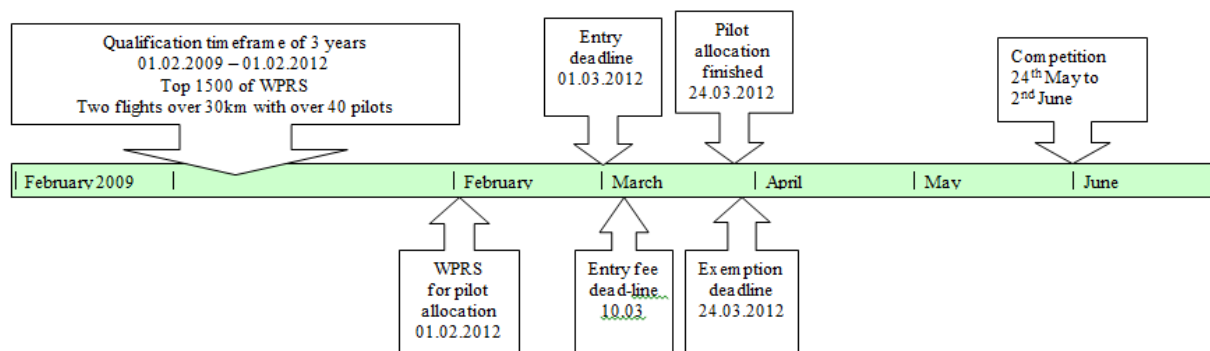
All pilots must have valid Sporting Licences and fulfil the entry qualification as defined in 4.4 (S7b,3.1). Nations should enter/register sufficient pilots to allow their team and additional places to be filled to the maximum size possible under the allocation procedure.

Places will be allocated to Asian nations in order from the top ranked nation in the WPRS on February 1<sup>st</sup> 2012 down to the last ranked nation; if any places are still available the process will start at the top again and continue until the maximum number is reached or no more qualified Asian pilots entered. If any places are still left unfilled, entries from suitably qualified pilots from other continental regions will be considered. Such entries will be allocated places in WPRS order with one female pilot for every 5 males. This process continues until the maximum number of pilots is reached.

The allocation must finish no later than 24.03.2012, excluding exemption applications. The pilot list will be announced on the organizer's web page when allocation is done (S7b 3.2.1)

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 1500 in WPRS for Paragliding XC including all ranking in the period of 01.02.2009 to 01.02.2012 or have flown 2 flights over 30 kilometers in FAI sanctioned paragliding competitions with over 40 pilots, where the dates of the flights are within the same period as the rankings reference. (S7b, 3.4.2)  
Pilots qualifying with two flights must submit details of their flights with their entry, by the entry deadline.
- 4.5 Entries must be made on the Official Entry Form and email to organizer [asfc28@sohu.com](mailto:asfc28@sohu.com) . Entry information will be published on official competition website ([www.soaring.org.cn](http://www.soaring.org.cn)). Each NAC will have to confirm its entries by email.
- 4.6 After checking the Entry Forms, the organization will send the Team Leader an email 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.
- 4.7 Deadlines:  
The deadline for receiving the Entry Form is 01.03.2012.  
The deadline for receiving the payment of the Entry fees is 10.03.2012.  
Pilot qualifications will be final on 01.02.2012.(S7b, 3.4.4)  
Exemption applications should be made by the entry deadline, but will be accepted until 24.03.2012.



#### 4.8 Entry Fees

The Entry fee will be:

- 300 Euros per male pilot,
- 200 Euros per female pilot,
- 200 Euros for team leaders and/or assistants.

Entry fees for Korea, Japan and India are to be paid in to the following account  
(Please indicate the payment to be entry fee for PG Asian Championships and the paying NAC):

FAI bank account details:

*Credit Suisse Private Banking*

*Rue du Lion d'Or 5-7*

*Case postale 2468*

*CH- 1002 Lausanne*

*Switzerland*

*Euro 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 Asian Championships, the NAC and/or pilot names):

#### BANK DETAILS

**Intermediary Bank:** *China Construction Bank, Frankfurt Branch*

**SWIFT BIC:** *PCBCDEFF*

**Account with Bank:** *China Construction Bank Henan Branch*

**SWIFT BIC:** *PCBCCNBJHAX*

**Account number:** *2465089980130050511*

**Bank Address:** *Wending Dadao Zhongduan, Anyang, Henan, China*

**Beneficiary Name:** *Yan Ning*

**Address:** *Multiple dept. Anyang Aviation Developing office, Anyang City, Henan, China.*

**Contact Phone:** *+86-(0)13569021898*

**Note:** *Payments over EUR2,000.00 must indicate each competitor's name and nationality with team list. Please write "Entry fee for 3<sup>rd</sup> Asian PG Championship" in bank remittance receipt details.*

#### 4.9 The entry fee includes:

- Colour map with turnpoints and restricted areas marked on the map
- Competition Program
- Identity Badges
- Daily Itinerary with Transport and retrieval details
- Daily lunch package at H.Q.
- 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 04.05.2012 and who cannot be replaced by a qualified pilot from that nation, a minimum refund of 200Euros will be offered. Cancellations received after this date will not be eligible for refund except at organizers discretion.

## **5. Insurance**

- 5.1 Documentary proof of insurance in English or Chinese, covering public liability risk to the value of 5000Euro must be presented to the organizers before the start of the championship.
- 5.2 Competitors are required to have a valid paragliding competitions personal accident insurance minimum 100,000Euro. This must include repatriation to the country of origin if necessary. (Section 7b, 2.12)
- 5.3 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 (EN certification placard)
  - Certificate of Insurance as detailed
- 6.3 Each competitor will be required:
- To sign the Waiver Declaration (agreement on release of liability) (Annex B ),
  - To complete the Organiser's Safety Form (updated information on the glider, Medical conditions -allergies- and contacts in Linzhou and at home)
  - To complete the CIVL Pilot Experience Form and sign at registration

## **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 Gliders, 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 serviceable rescue parachute when flying (S7b 2.18.4)
- 8.4 All pilots must fly EN certified paragliders that were certified before 01.12.2011

## **9 Radio transceivers**

- 9.1 It is mandatory that every pilot has a functional radio using the competition frequencies [S7b 2.20.2]. 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 Two meter radios are allowed in this competition

9.3 Safety frequency is 145,625Mhz. 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 after publication of the provisional results. 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 2 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 1 hour after provisional results are published. The time limit for protests is 1 hour after the outcome of the complaint has been published.

10.4 The protest fee is 50Euro. 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 – Linlv Shan (No.1)  
Height above sea level 1200m  
Height above valley 900m  
Take off direction E, SE, NE  
Surface Size about >7000m<sup>2</sup>  
Helicopter landing space: at take off  
Car park about 50 vehicles capacity  
Telephone cellular mobile only  
Toilets at take off  
Distance from HQ 40km / 1H30 min paved road from HQ  
Transport to take off by van

12.3 Reserve take off – Jiaoding Shan(No.2)  
Height above sea level 1100m  
Height above valley 700m  
Take off direction S, SE, N, NE  
Surface Size about >10000m<sup>2</sup>  
Car park about 30 vehicles capacity  
Telephone cellular mobile only  
Distance from HQ 20km / 40 min paved road from HQ.  
Transport to take off by van

## **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
  - 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 7m/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 scoring formula will be GAP 2011 (S7b, 5.2.3).
- 17.2 The Nominal GAP Parameters to be used will be announced in writing and posted on the bulletin board after the first briefing.
- 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)
- 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 UTC time offset of: +08:00(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 are specified in S7b 5.7.1, 5.7.3.

## **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.
- 21.3 The crossing of a line or entering a cylinder at the end of task is controlled by GPS track log.

## **22 Numbers on wings**

- 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 providing they are notified in advance – 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 EN 926 certified. 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:

\_\_\_\_\_

## 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 3<sup>rd</sup> FAI Asian PG Championship held at Linzhou, CHINA from 24<sup>th</sup> May to 6<sup>th</sup> June ( "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 Aero Sports Federation of China, 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 China. 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 Chinese 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.