



SECOND PANAMERICAN
PARAGLIDING
CHAMPIONSHIP FAI 1
2014 LOMA BOLA
SAN JAVIER · TUCUMÁN · ARGENTINA



Local Regulations for the 2nd FAI PANAMERICAN PARAGLIDING CHAMPIONSHIP

1 – 10 November 2014 - Loma Bola, Tucumán, Argentina

Organized by:

Los Caranchos Delta Club

On Behalf of The Federation Aeronatique Internationale (FAI)

BY CIVL Bureau (26.09.2014)

Organizing NAC:



Federación Argentina de Vuelo Libre

Tel: + 54 9 1144177923

Contact: Eduardo Sanchez Granel

E-mail: efsg@fibertel.com.ar

<http://www.favl.org.ar>

Organizer:



Los Caranchos Delta Club

Address: Avda. Mate de Luna 3864 San Miguel de Tucumán,
(4000) Argentina

Tel: +54 9 3814908454

Contact: Sergio Bujazha

E-mail: sbujazha@ciudad.com.ar info@lomabola.com.ar

<http://www.lomabola.com> www.airtribune.com

These local regulations are to be used in conjunction with **General Section** and **Section 7B** of the **FAI Sporting Code**.

1. General

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

2. Contacts & Officials

Organizing NAC:

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Tel: +54 9 3814908454

Contact: Sergio Bujazha

E-mail: sbujazha@ciudad.com.ar info@lomabola.com.ar

Official website and registration: www.lomabola.com www.airtribune.com

Main Organizer NAC Argentina:

Eduardo Sanchez Granel

Meet Director:

Sergio Bujazha

(sbujazha@ciudad.com.ar)

Safety Director & FAI coordination:

Mauricio Miguel

Rescue Coordinator:

Oswaldo Garcia

Transport and Retrieval:

Cristian Poli

Social Events Coordinator:

Mercedes Gijon

Scorer:

Matias Fortini

Livetracking Coordinator:

Airtribune

Weather ForecastER:

Matias Fortini

Headquarters Coordinators:

Maria Jose Araujo

Take-Off Marshall:

Javier Trejo

Goal Marshall:

Armando Sosa

Public and Press Relations:

Francisco Rocha

Photograph&Video&Design:

Sergio Herrera

Steward:

Dennis Pagen (USA)

Trainee steward:

Kari Castle (USA)

Jury President:

Agust Gudmundsson (ISL)

Jury member:

Kurt Meyer (GUA)

Jury member:

Haroldo Castro Neves (BRA)

3. Agenda

Event Schedule

(Friday 31 Oct	Pre-registration and equipment inspection for pilots already arrived)
Saturday 1 Nov (09:00 - 17:00)	Official registration and equipment inspection
Saturday 1 Nov (11:00 - 12:00)	Mandatory safety briefing
Saturday 1 Nov afternoon	Official training task, only open for registered pilots having attended the safety meeting.
Saturday 1 Nov (19:30 - 20:30)	Team leader briefing
Saturday 1 Nov (at 21:00)	Opening Ceremony
Contest flying days: 2 - 10 November	
Monday 10 Nov: Prize-giving and closing ceremony	

Typical Daily Schedule

- 08:00 - Headquarters open
- 08:30 - Deadline for protests of the previous day
- 09:00 - Team leader briefing
- 09:30 - Transportation to Take off
- 11:00 - Meet Director / Task and Safety Committee meetings
- 11:15 - Pilots' briefing / Previous task official results / Task definition
- 12:30 - Take-off window opens
- 16:30 - Scoring office opens
- 18:30 - Safe landing report deadline
- 21:30 - Scoring office closes
- 22:00 - Provisional results
- 23:00 - 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.

4. Entry

The limits

- The maximum number of pilots in the championship is 150.
- The maximum number of pilots that may be entered by a NAC is 40.
- The maximum number of pilots constituting a national team is 6 total and 5 of one gender.

Selection Procedures

4.1 All applications made through the official web site must be confirmed by the NAC or their official representative starting from August 1st 2014.

4.2 Pilot qualification criteria for the Championship is:

The reference ranking is July 2014 ranking published on August 1st 2014, therefore the rankings to be used will be August 2012 to July 2014 inclusive.

A pilot has to have either:

* Ranked in the top 500 Pan-Americans WPRS. For non-American guests, ranked in the top 1500 World WPRS

or

* scored a minimum of 20 WPRS points in any single FAI sanctioned event.

Pilot qualifications will be checked at 2th August 2014.

- 4.3 First allocation round will be made immediately after the pilot qualification check.
First pass will allocate to each country a maximum of 20 pilot, the best ranked each country ranking.
- 4.4 Results from the first allocation round will be published on the official web site and it is then when the entry fee payment process starts.
The deadline for payments will be August 15th2014
- 4.5 After the payment deadline the table will be updated. Any unpaid places will be re-allocated in the second round, which will be run until a total of 150 pilots are reached or no more applications are left.
The deadline for the second payment will be August 30th2014.
- 4.6 After the payment deadline of the second round the team allocation table will be updated. Allocation for non-American pilots will be open, the selection will be make for WPRS. Any unpaid places will be re-allocated in the third round, which will be run until a total of 150 pilots are reached or no more applications are left.
The deadline for the third payment will be September 30th2014.
- 4.7 After the payment deadline of the Third round the team allocation table will be updated. Any unpaid places will be re-allocated in the fourth round, which will be run until a total of 150 pilots are reached or no more applications are left.
The deadline for the fourth payment will be October 15th2014.
- 4.8 The pilot who doesn't pay on time, but is still interested in compete, keep the chance to be selected after the last allocated pilot in the last selection.-

5. Entry Fee

The Entry fee will be:

- 375 US\$ per pilot.
- 150 US\$ per team leader.
- Team leaders who are also pilots in the competition will pay only pilot entry fee.

Entry fees for the top three nation teams (Venezuela, Colombia and Brazil) are to be paid to the following account:

(Please indicate that the payment is the entry fee for 2014 PG Pan-Americans and state the member NAC):

FAI CIVL bank account details:

Address: Cr dit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland

Account name: FAI-CIVL F d ration A ronautique
Internationale
Account Number (Euro): 0425-457968-32-6
IBAN Code: CH63 0483 5045 7968 3200 6
SWIFT/BIC Code: CRESCHZZ80A

All other entry fees are to be paid to following Pay Pal account (Please indicate CIVL IDs of the pilots you are paying for): **Loma Bola Parapente**

The Entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days
- Emergency rescue and first aid
- Upload of turn-point's GPS coordinates
- GPS track-log downloads
- Competitor and glider identification
- Color map
- ID card & safety/contact information
- Lunch package & water

- Competition souvenirs
- Free access to all championship events and parties
- Free internet (Wi-Fi) access at the HQ and Scoring Point
- Live tracking service

Refund policy

In the event of pilot withdrawing from the competition before October 15th 2014 and who cannot be replaced by another qualified pilot from that nation, a full refund will be offered. Cancellations after this date will not be eligible for refund except at organizers discretion.

6. Registration

Pre-registration of the pilots and teams must be done at the official web site:

www.lomabola.com

The official registration will be on Saturday November 1st (9:00-18:00) at HQ. Entry forms will be completed during the registration.

Each competitor will be requested to present:

- Identity Card.
- The competitors valid FAI Sporting License.
- Satisfactory evidence of glider airworthiness.
- GPS and suitable cable for it.
- Proof of insurance

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability).
- The Certified Glider Statement.
- The Entry Form.
- Pilot Experience Form.

7. Equipment

All pilots must fly with certified glider, helmet, rescue parachute and radio.

Only certified gliders are allowed to fly in the Competition according EN 926.

It is not permitted to modify the glider in any way different from allowed modifications described in the glider's manual. Pilot must fly in homologated weight range.

Gliders will be checked after a complaint. In addition, the meet director can request that any pilot should be checked, in which case the requested pilot must give his glider for checking or comparing immediately.

Two checking methods are possible:

- Comparison with other gliders of the same model and size.
- Measurement according to the parameters described by the manufacturer.

Weight control

- The organizer will provide a weight measurement scale.
- Pilots' nominal weight will be checked at the event registration.
- Pilots may volunteer to check their weight (at registration and at take-off).
- The pilots may be checked before taking off or after landing. If doubts arise, nominal weight will be checked again immediately.
- If their all-up weight is out of their glider's weight range, they will be penalized without tolerance on the measurement.
- If they are carrying over 33 kg of equipment, including ballast, they will be penalized without tolerance on the measurement.
- All pilots in Category 1 events must fly with a **certified harness** to EN1651, LTF03 or LTF09. The harness must be equipped with a back protector certified to LTF0 or LTF03.

All pilots must wear **certified helmets** according to Section 7B 11.2.2 when flying.

All pilots must have serviceable rescue parachute when flying in accordance with

S7B 2.18.4

8. Radios

- Radio receivers are mandatory for all pilots.
- Radio transmitters are permitted.
- Only frequencies allocated by the organizers may be used.
- Safety frequency is 143.890 MHz.
- Retrieval frequency is 148.115 MHz.
- Other available frequencies will be advised at the first briefing.
- Voice activated microphones (VOX operated) are strictly forbidden.

The use of mobile telephones for landing reports and retrievals is highly recommended. All pilots must stay in contact with the organizer at all times during the task through the safety frequency.

9. Rescue and medical service

A first aid team will be present at take-off and landing.

It will include a Doctor specialized in emergency and mountain rescue. Emergency equipment will be available.

The Doctor will be able to contact the National First Aid Service at any time. The NFAS can, if necessary, send a fully equipped helicopter and/or ambulance.

See the requirement for insurance in paragraph 6

10. Take-off area

During the competition, the take-off area will be reserved for the pilots, the media and identified staff personal. The public in general will be kept outside the take-off area.

11. Launch

If necessary, an ordered launch method will be used.

First Task:

The priority at take-off will be based on the current WPRS.

Re-Take-off

A competitor will be allowed one take-off.

A failed take-off attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.

In case of technical problem a pilot can ask permission from the Meet Director to land and retake-off again.

The pilot must report to the Take-off Marshall before a second launch.

12. Free flyers

Free flyers won't be allowed to take-off 10 minutes before the opening of the window and the window closing time, except with the permission of the Meet Director. Official wind dummies will take-off by team leaders request to the Meet Director and may not fly the task route.

13. Task Advisory Committee and Safety Committee

The Task Advisory Committee will include 2 pilots and the FAI Steward.

The Safety Committee will include 3 pilots.

Pilots of both committees will be elected at the first Team Leader Meeting.

14. Task Information

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 with their radio
- The task deadline
- The ultimate landing report time
- QNH
- Turning direction of the day

15. Maximum Wind Speed

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.

16. Flying the task

The take-off window will be open for at least 60 minutes.

Cylinders will be used as start sector. The start cylinders radius and type of start ("Enter" or "Exit") will be shown on the task board.

All turn-points will be cylinders around the GPS coordinates supplied by the organizers.

Cylinder radius will be shown on the task board.

17. Flight safety

Dangerous flying conduct, including cloud flying, is prohibited and will be penalized.

A notebook will be available in main Headquarters. Pilots who witness a dangerous flying conduct will use the notebook to report it. There will be Air Marshals in the air looking for dangerous flyers and cloud flying.

18. Stopping of a task

The Meet Director and Safety Director may stop a task according to Section 7B (2.7.2.2 and 2.18.9.3).

Stopping of task will be announced on the Safety frequency.

All pilots are then requested to pull in "big ears" to signal to one another that the task is finished.

Ending time of the stopped task will be decided by the Meet Director and it will be at least 10 minutes before the announcement.

Task will be valid if it was flown more than ½ of GAP Nominal Time.

For stopped Clock Start or Elapsed Time Races the time window available from the last pilot starting is considered for scoring. This means that if the last pilot started then flew for example, 75 minutes until the task was stopped, all tracks are only scored for the first 75 minutes each pilot flew after taking the start. If this time is less than ½ the nominal time, the task will not be scored.

19. Resting Day

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

20. Scoring

All pilots in the championship compete against each other for the title FAI Pan-American Paragliding Champion. Only pilots in national teams compete for the National Champion title. Members of each team must be announced before the first task. Team scoring will use 2 best scores of each team for each task.

For scoring, the GAP 2014 formula will be used in combination with the FS scoring software. Scoring formula parameters will be published at the website and printed on the information boards.

A pilot who lands to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case.

21. Penalties

Dangerous flying:

1st offence – 100 points.

2nd and subsequent offences – 500 points.

Cloud flying:

1st offence – 0 points for the day.

2nd offence – disqualification from the competition.

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who fly into clouds will incur a penalty for the day or be expelled from the event. A pilot is deemed to have flown into a cloud if he/she is:

- Observed by a meet official or by a nearby air marshal going and disappearing into a cloud, and/or:
- If 2 pilots witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact 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:
- The meet director at his discretion observes GPS track log data which proves to him that a pilot was cloud flying.

It is mandatory for all competitors to fly with a recording barograph or 3D GPS.

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 big ears or other methods before continuing on course so that other pilots can see it had not been intended to gain an advantage.

Modified glider:

1st offence – 100 points for the day.

2nd offence – disqualification from the competition.

22. Complaints and protests

Complaints

Complaints for each task must be submitted at the latest 2 hours after the publication of the provisional results and will be dealt as soon as possible. For the last competition task the complaints must be submitted at the latest 1 hour after the publication of the provisional results.

Protests

Protests must be submitted at the latest 12 hours after the result of the complaint is published at the main Headquarters.

For the last competition task, protests must be addressed at the latest 1 hour after the result of the complaint is published at the main Headquarters.

The Protest fee is U\$50. It will be returned if the protest is upheld.

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class ... glider (make) (model) I will fly in the 2th Pan-American Paragliding Championship 2014, from 1st to 10th of November 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:

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 2nd Pan-American Paragliding Championship 2014 held at Loma Bola, Tucuman Argentina in 1-10 Nov 2014 (collectively, the "Competition"). I acknowledge that participating in the Competition or any other activity related there to (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 Competition 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 organizers, the property owners of the operation areas (including launch and landing areas), the "Federation Aéronautique Internationale" and its "Commission Internationale de vol Libre", 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 Serbia. 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 Argentinian 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 I 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
