

PIEDRAHITA OPEN 2019
PRE WORLD CUP and FAI 2
13 to 19 July

Local Regulations: V2.2

Ayuntamiento



Piedrahita



References

OFFICIAL competition WEB SITE: www.nomadair.com/piedrahita-open
REGISTRATION and BLOG: <https://airtribune.com/piedrahita-open-prepwc-2019/blog>
Facebook <https://www.facebook.com/piedrahitaopen/>

Contacts

e:Mail

nomadair.parapente@gmail.com

Other madakumbu@gmail.com

Phone Number

+34 606775962 (preferably by whatsapp)

Other +34629189066

*These local regulations are subject to amendment or alteration
at any time prior to the competition start
Other local rules could be published on the notice board throughout the competition*

The PIEDRAHITA OPEN runs according to the General Section, Section 7 of the FAI Sporting Code. Latest edition of this Code can be found at <http://www.fai.org/fai-documents>

It runs according to the competition rules regarding to the Pre-PWCA events, last edition at www.pwca.org

These Local Regulations are to be used in conjunction with the mentioned rules, to promote pilot safety and improve the sporting nature of the event.

It is a condition of entry to the PIEDRAHITA OPEN for all pilots to accept without restriction to hold the Organizer Panel blameless, and waive all claims to compensation.

INDEX

GENERAL REGULATIONS

Introduction
Program - Schedule
Required documents
Registration
Selection
Entry fee
Prizes
Deadline - Payments
Cancellation policy
Status and entry data

SAFETY, FLYING, SCORING and other REGULATIONS

Safe flying
Equipment
Communication
Live Tracking
GPS
Scoring and software
Ranking and glider classes
Launch system and access in the takeoff area - Relaunch - Wind speed at takeoff area
Retrieval
Airspace and other restrictions
Officials and committees
Doping
Complaints and protests - Penalties
Environment

LIABILITY

GENERAL REGULATIONS

Introduction

The "PIEDRAHITA OPEN 2019" is sanctioned as a paragliding FAI Category 2 and a Pre-paragliding World Cup event.

The organizing reference is the Piedrahíta Town Hall and the NomadAir Paragliding Club.

The purpose of the Piedrahíta Open is to create an event with a challenging competition environment for everyone and to reinforce friendship amongst pilots and nations.

All competing pilots must be qualified and satisfy themselves that they are adequately experienced to compete, to fly and to meet the demands of a paragliding competition.

The onus rests with the competitor to prove compliance with the entry requirements, if called upon to do so.

Headquarters location will be at Piedrahíta Town Hall (Plaza de España, 1).

Period. The competition tasks will be held from 14 to 19 July, 2019.

Program - Schedule

General schedule

- Saturday, July 13
From 17:00h. Official Registration and pilots Welcome
21:00h. Opening ceremony/Parade/Dinner
- Sunday, July 14
09:00h. Mandatory Safety Briefing
- Sunday, July 14 to Friday, July 19
Tasks and flying days
- Friday, July 19
21:00h - Prize giving and closing ceremony

Typical schedule on competition days

- 08:30 Headquarters open
- 08:45 Deadline for protests - Previous task official results
- From 10:00 Transport to take off
- 11:00 Task and Safety Committee meetings
- 11:45 Pilot's briefing/Task briefing
- From 12:30 Take-off window opens (depending on the weather conditions)
- 17:00 Scoring office opens at the HQ
- 21:00 Provisional results (depending on the last pilot being retrieved)

The daily schedule is subject to change, depending on weather conditions or organizational needs.

Any changes to the program, before the start of the competition, will be posted on the website. After the start of the competition, any changes will be published on the official board at the headquarters or sent by whatsapp, SMS or email.

Required documents

All pilots are required to present and show the following valid documents at the HQ prior to the event, in order to complete their registration.

Evidence of competitor's nationality or residency (DNI or Passport)

Pilot License

FAI Sporting License in order for results to be included in CIVL rankings

Certificate of third party liability insurance, covering paragliding competition events

Medical health care and personal accidents insurance. All participants must have a valid medical health care and personal accidents insurance, covering all hospital and treatment expenses, disability, rescue and repatriation.

It is each pilot's responsibility to ensure that his/her medical insurance covers him/her specifically for paragliding activities and competition events.

Signed release of liability document.

Registration

Online, through AIRTRIBUNE, opens at 12.00h on Monday, January 21st, 2019, finishing on 11th May.

Thereafter, new pilots may be admitted at the discretion of the organizers.

<https://airtribune.com/piedrahita-open-prepwc-2019/registration>

Selection

The number of participants to be admitted is 125 pilots (additional pilots may be selected for overbooking reasons), using the following criteria:

105 places will be assigned to pilots in accordance with the order in which they registered,

10 places are reserved for women. If these places are completed during the first round of payment, the rest of the registered women will be selected in accordance with the order in which they registered.

10 wild card spots, to be allocated by the organization.

The organization reserves the right to accept or not the registration of each pilot.

Pilots may be excluded from the competition for safety reasons or in case of inability to verify the pilot compliance of legal obligations.

Entry fee

150 € through March 11th; Thereafter 180 €. This includes:

Transport to take off each task day

Retrieve (main roads) and transport to HQ on task days

Live tracking

LTD: devices real time tracking – trackers

Download / Scoring

Launch and safety infrastructure

Emergency service and ambulance for all tasks

Pilot pack including ID card, waypoint map and list, gadgets, T-shirt...

Packed-lunch for all days of competition (energy bars or snack, fruit and water)

General information (Web Page, Facebook, Airtribune)

Awards and prizes

Prize giving and light snack

FAI, RFAE and PWC granting sanctions

Prizes

CHECKS will be awarded to winners:

- Class CCC 1st: 1.000€ – 2nd: 750€ – 3rd: 500€
- Class Serial (EN-D) 1st: 1.000€ – 2nd: 750€ – 3rd: 500€
- Class Sports (EN-C + EN-B) 1st: 1.000€ – 2nd: 750€ – 3rd: 500€

TROPHIES for the OVERALL ranking, for all classes and for Female (place 1-3)

Winners must be present at the awards ceremony to collect the prize. Proxies are not accepted. Prizes not claimed will remain at the organization.

Deadline - Payments

Payments will be accepted from Monday, February 11th. An eMail will be sent with the payment details to the first selected pilots and payment for the competition will be taken in order of date/time of registration until the comp is complete.

PLEASE, ensure that your STATUS has been processed as “waiting for payment” before you arrange payment. DO NOT PAY until you receive the official eMail.

Deadline for the payment to confirm entry: within 7 days following the official eMail, or what indicates the eMail received by each pilot.

If you do not pay in the time given, you'll forfeit your status, you will be moved back to the waiting list and your entry will be assigned to another pilot (info about Status)

Pilots who forfeit their status in the first selection round may be considered for another selection round by requesting this by eMail. An additional fee of 30 € will be charged in this case of delayed payment.

From March 11th, new entries increase 30 €.

Cancellation policy

Cancellation by a pilot

- a) Cancellation date more than 60 days before start date: 50% refund
- b) Cancellation date between 60 and 30 days before start date: 30% refund
- c) Cancellation date less than 30 days before start date: 0% refund

- Notification of cancellation should be by eMail to the organizers nomadair.parapente@gmail.com
- The date of cancellation shall be the date of eMail receipt.
- All bank fees are to be paid by the pilot.

The following caveats apply:

Any pilot proving, with medical certificate, incapacity to compete through illness should contact the organizer as soon as possible. Any refund if appropriate will be decided by the organizers.

Refunds will NOT be issued to ill or injured pilots cancelling within 7 days of the start of the competition, regardless of personal circumstances; rather pilots should contact their travel insurance provider for advice on any compensation due.

Cancellation by the organization

If the organizers deem it necessary to cancel the competition before the first scheduled day, pilots will be entitled to recover part of the registration fee; this amount refund will be calculated by the organization.

The organizers will not be liable for any costs incurred by anyone attending or intending to attend the event or any consequential losses arising from the cancellation of the event.

Status and entry data

The registration is valid once the payment is received. The status is reflected in the participants list:

<https://airtribune.com/piedrahita-open-prepwc-2019/pilots>

Pilots have to check that their registration data are correct before the competition starts.

All pilots are requested to confirm their mobile telephone numbers, eMail addresses and their intended team radio frequency of choice at the July 13th's Official Registration.

SAFETY, FLYING, SCORING and other REGULATIONS

Safe flying

All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the tasks and to ensure that they do not act in any way that might endanger any other pilots during the competition.

Equipment

According to the requirements as defined in FAI Section 7.

All Pilots are required to ensure they have certified paraglider inside weight range, certified helmet, unmodified harness and reserves suitable for paragliding.

In addition, pilots are required to fly with mobile phone, live trackers (provided by organization), GPS and radio.

Communication

All pilots must fly with a radio (2 meter band) able to receive and transmit on the safety frequency (143.330 MHz)

Flying with radio tuned into safety frequency and engaged at all times is mandatory.

Radio must be used for safety purposes only.

Using a previously announced team frequency is allowed as long as pilot's radio permits monitoring of this team frequency while simultaneously receiving broadcasting on the Safety Frequency.

The use of voice-activated microphones ("VOX") is prohibited.

All pilots must carry a mobile telephone with them while flying.

Pilots not fulfilling these requirements can be penalized.

Live Tracking

The organization will provide to all pilots an equipment for the Live Tracking (LTD: device for real time tracking) to be used in each task. These devices will be used to increase safety, achieve significant media impact and to improve the recovery services for pilots.

The devices will be also used as primary source for scoring.

Pilots will receive their LTD, turned on, every morning, as they register for flying. They have to keep it with them during the flight, always turned on, and they will give back it at the headquarters, during the report back and GPS track download.

The organization will be responsible for charging all LTDs and deliver them to the pilots every flying day.

The pilots, after receiving their LTD will be responsible for its proper use and maintenance of it, making sure it is turned on during the flight and returning it to the organization at the end of each task.

Any pilot that does not take his Live Tracker will be deemed not to be flying that day and will not score any points.

Instructions on the use of the devices will be given during the briefing.

In case of loss or damage of the LTD, the full compensation of damages, amounting to €250.00 will be demanded from the pilot.

GPS

Each pilot must be equipped with at least one backup GPS with the ability to record a 3D track log.

- The GPS must record both the barometric and GPS flight altitude.
- The MapDatum will be WGS84.

Pilots must bring their GPS to Check-In after the task in order to download their tracklogs if requested if there is an issue with their Live Tracker evidence.

The organizer will provide cables for instruments with a USB port. If the pilot uses an instrument with a special connector or a serial port they are responsible for bringing the necessary cables to registration and download to allow communication with the instrument.

Scoring and Software

Live Trackers issued by the organization will be the primary source of task evidence and validation. Other devices (GPS) may be used as backup.

The rankings will be compiled by the FS scoring program (fs.fai.org), using the CIVL scoring formula GAP2018.

Barometric flight altitude will be used.

Rankings and glider classes

The following rankings will be composed:

- OVERALL (all gliders)
- Class CCC (gliders class CCC)
- Class Serial (any glider EN D)
- Class Sports (any gliders EN B and EN C)
- FEMALE

Launch system and access in the takeoff area - Relaunch – Wind speed at takeoff area

Launch system: Access through multiple gates at the takeoff.

- for the first task, priority is given to the ten first male pilot and to the three first female pilots in the registration list.
- later in the competition, the top 10 pilots of the overall event ranking have the right to take precedence over other pilots in the takeoff area whenever they choose, before doing so they must inform one of the launch marshals or competition officials.

The Task and Safety Committee pilots will have priority to enter the takeoff area at any time.

Helpers, serving each task will be available on the takeoff.

Relaunch

A task of relaunches will be communicated during the Pilot's briefing/Task briefing.

A failed takeoff attempt or a safety problem arising immediately after takeoff which results in a landing in a proximity (to be determined by the Meet Director) or on the takeoff area itself will not count as one takeoff.

In case of technical problems immediately after pilot's takeoff, he/she may land at the takeoff area or in a proximity. If this case occurs, pilot must report to the Meet Director before a second launch.

Wind speed at takeoff area

The maximum average wind speed in which a task shall be flown is 7 m/s, measured at take off altitude. Wind speed will be determined by the Meet Director or Safety Director using their own devices.

Launch may be temporarily suspended if the window has been opened and maximum wind speed has been exceeded. If such a case occurs, suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

Retrieval

Retrieval is limited to main roads (not toll highway, nor rugged or dirty roads) along the task course. This will be specified at the Task Briefings.

In case of landing in a rugged area or near a toll highway, it is pilot's responsibility to walk to a main road.

Once you have reached a main road, pilot have to send a message, via Telegram, with his pilot ID to the retrieve coordinator (details will be done during the mandatory safety briefing). Important: Pilot does not move to any other location.

Airspace and other restrictions

Pilots must be fully conversant with air law.

Altitude limits due to airspace will apply. The figures will be confirmed at the Mandatory Safety Briefing and the altitude limits will be daily announced at the task briefing. The organizer will issue the necessary information and an air map.

Officials and committees

- Officials

- Event director and general coordinator: Magdalena Alcañiz
- Meet director /Technical advisor: Turín Heras / Steve Ham
All sportive aspects, rules and issues affecting safety: Turín Heras
Advice about task for the day and weather forecast: Steve Ham
- Scorer and live tracking coordinator: José Antonio Fernández
- Transport and retrieve coordinators: Francisco Ibáñez / Mireia Cebolla
- Safety and rescue coordinators: Felicidad Heras / Magdalena Alcañiz
- Public and Press Relations: Magdalena Alcañiz / Eva Ayuso

- Task Committee will consist of: Meet director & technical advisor, two pilots with good local knowledge chosen by the MD, two pilots voted by competing pilots. The task committee will agree each day's task, considering all issues affecting task safety and retrieval.

- Safety Committee will consist of: three pilots chosen by the Meet Director and one pilot voted by competing pilots.

Doping

By Spanish Law, anytime pilots may reckon that there could be doping controls.

Complaints and protests - Penalties

Complaints and protests as per General Section and Section 7A - 7

Pilots are encouraged to read Section 7 Guidelines and Templates - 7, before making a complaint or a protest.

Any complaints must be submitted before 9.00 am on the day following publication of the provisional ranking or within 30 minutes of the publication of the final ranking.

A deposit of € 50.00 will be requested from the pilot. It will be returned if the protest is upheld. If the appeal is rejected, the deposit will not be returned.

Penalties: As per Section 7A – 6

Environment

The organizers are aware of the global ecological impact of competitions.

Reusable plastic bottles will be offered to the pilots for free. Organizers will inform about the water quality and the places to refill the bottles (this can save around 1000 plastic bottles a week).

The quantity of printed documents must be reduced. For example, tourism leaflets and brochures must be returned when not used.

We encourage you to behave in a responsible way towards both the environment and the people sharing it with us.

Treat environment and nature with respect, stay on marked trails, hike out from your XC landing as soon as possible, avoid unnecessary noise, never litter and observe all local regulations.

Please also make sure to comply with legislation regarding protected areas or privately owned property – this ensures the least possible friction in relation to other users of the great outdoors, to the benefit of both yourself and the sport as a whole

LIABILITY

The participation in this competition is at own risk of each pilot.

The organizers take no responsibility for pilots or any other third parties.

It is the responsibility of each competing pilot to ensure that he has valid insurance cover public liability risk, personal accident/hospitalization/repatriation.