

The Nordic Paragliding Open 2016



Svenska
Skärmflygförbundet
Swedish Paragliding Association



Dansk Hanggliding &
Paragliding Union



St Jean Montclar, France

Rules: V1.0

01/01/2016

These rules are subject to amendment or alteration at any time prior to the competition start

Local rules shall be published on the official notice board throughout the competition and may not be included in this document

Local rules, Nordic Paragliding Open 2016, St Jean Montclar, France

Introduction

The Nordic Paragliding Open is run according to the General Section and Section 7b of the FAI Sporting Code. References to Section 7b refer to the latest edition of this Code that can be found at <http://www.fai.org/civil-documents>. These additions supersede section 7b and are in place to promote pilot safety and improve the sporting nature of the event.

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 competition, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to the Nordic Paragliding Open for all pilots to accept without restriction to hold the Organisers blameless, and waive all claims to compensation.

Sportsmanship: The purpose of the Nordic Paragliding Open is to provide a sporting, fair, competitive and safe contest, in order to determine event winners in the many different categories involved, see § 8, and to reinforce friendship among competitors.

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1. Sporting Behaviour

1.1 Behaviour

Competitors not behaving in a safe, proper, friendly and sporting manner will be penalised and may be disqualified.

1.2 Abuse

Any verbal or physical abuse of any of the competition officials will be dealt with according to the FAI General section chapter 5.2 of the sporting code rule concerning stewards and jury members and Section 7b Chapter 12 of the FAI Sporting Code.

2. Competition Outline

2.1 Number of Participants

The 2016 Nordic Paragliding Open allows for a total of up to 140 participants.

Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the Participant requirements below.

2.2 Competition Dates

The 2016 Nordic Open will follow the following schedule, unless informed otherwise prior to the start of the competition or on the official notice board if the competition has already started.

- Registration: On-site registration will be at the competition HQ on Sunday 26th June. All appropriate documentation must be demonstrated at this time.
- **Mandatory** briefing: Sunday 26th June at 21:00 at Competition HQ
- First Task: Monday 27^h June
- Last task: Saturday 2nd July

The prize giving ceremony will normally be on the last day of the competition. The last day is a full competition day.

2.3 Pilot Entry Requirements

All Pilots must hold the following:

- International license with IPPI card level 4 or 5
- International FAI Sporting License
- GPS which records a 3D track log, 3D track logs are mandatory

2.4 Right to Refuse Entry

The organisers reserve the right to refuse entry to any pilot.

3. Insurance

3.1 Medical Cover + 3rd Party liability cover

All participants must have a valid medical health care insurance (covering all hospital expenses, rescue and repatriation) as well as third party liability insurance with an insured limit of at least EUR600000 (or foreign currency equivalent).

A statement from your insurance company, in English language, may be required at registration, proving that you have met the insurance requirements and including 7 day, 24hour contact number in case of accident.

If insurance details are not available the pilot may lose their place to a pilot on the waiting list.

4. Glider classes

Any LTF/DHV, SHV, EN or CCC certified glider is permitted to enter the competition.

4.1 Glider Classes

- **Competition Class** is for any glider up to CCC.
- **Sports Class** is for any glider up to EN C or LTF/DHV2

It is the pilots' responsibility to ensure he has registered the correct wing before the competition start.

4.2 Nordic Open

The highest ranked pilot (any nationality) after the last task is the Nordic Open Winner.

4.3 Nordic Championships

The highest ranked **Nordic** pilot after the last task is the Nordic Champion.

Nordic is defined as any pilots from the nations Denmark, Finland, Iceland, Norway or Sweden. Qualification is proved by FAI Sporting License.

4.4 Nordic Open Event Prizes

Prizes will be awarded for:

- Competition Class
- Sports Class
- Female Pilots

4.5 Nordic Championships Prizes

Prizes will be awarded for:

- Top 5 finishers Overall
- Sports Class
- Female Pilots

4.5 Prize Quantities

The number of prizes in each class will be calculated as follows:

- Eight (8) or more competing in a class and we have 1st - 3rd prizes
- Less than eight (8) we have 1st only

Other prizes may be awarded at the discretion of the organisation.

5. Registration

5.1 Registration validation

The registration is only valid once the organisation has received the registration fee.

5.2 Cancellation of registration

Any pilot who cancels their registration will be given refunds as follows:

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

The following caveat applies:

“Any pilot proving (with medical certificate) incapacity to compete through illness should contact the organiser as soon as possible, any refund if appropriate will be decided by the Organisation.”

6. Organisers and Committees

6.1 General Organiser and Meet Director (MD)

The General Organiser works together with the Meet Director. They are responsible for the successful management of the event, assisted by other officials.

6.2 Task & Safety Committee (TC)

The Task & Safety Committee consists of:

- The Task Director (TD)
- The safety director
- One pilot with good local knowledge chosen by the TD
- One pilot representative voted by competing pilots at the first General Briefing

This task committee must unanimously agree each day's task, considering all issues affecting task safety. They should also remain in contact during the task in order to continuously evaluate conditions and make decisions regarding safety.

6.3 Protest Committee

Following a protest, at the next general briefing two pilots shall be elected by secret vote by the pilots and will constitute, with the MD and the TD, the jury in charge of dealing with a protest.

7. Transport

7.1 Transport to takeoff

The transport to takeoff is by chairlifts. The pilots will attend the chairlift station at a predetermined time each morning – these times will be published on the website, as well as on notice boards at the HQ. Pilots should make sure that they are ready to leave on time; if the chairlifts have finished without you, you may be asked to find your own method to launch.

The chairlift loading system is as follows:

- Pilots shall care for their own glider transport on the chairlifts. Adequate time must be allowed for loading of the glider.
- Pilots must present their ID card to the chairlift operator and then be seated in good time for the published departure time.
- If a pilot is not present at the correct time and the chairlifts have already stopped they must find their own transport to launch.

NOTE: There will be restrictions on the use of private vehicles to launch.

8. Time schedule

8.1 Training Day

The Training Day takes place before registration is complete. Therefore, live tracking and full safety backup/retrieval will not be available. It must be borne in mind that this is a free-flying day and the organisers participation will probably be limited to transport up the hill and possibly a limited retrieve service.

8.2 Briefings

We will have a **General Briefing** in the main town hall on Sunday evening at 2100h. Attendance of the General Briefing is mandatory. After this the **Daily Briefings** will be held at HQ, usually around 0900h each day. The **Task Briefings** will be held at launch, usually around 1100h. The times for the briefing on launch, as well as changes to the departure times for the chairlifts will be published on the competition website and displayed at HQ, normally on the evening prior to the day in question.

8.3 Task Briefing

The **Task Briefing** will be held on launch at the time specified on the website, normally around 1100h. The window MAY open as early as 15 minutes after the end of the task briefing. Task start times do not form part of the Task Briefing.

8.4 Scoring

The scoring officer opens the track download each afternoon at the time announced during the task briefing, normally around 1700h. We encourage everyone to come as soon as possible so we can have the provisional results ready early. Note that you may put your name and pilot number on the GPS and leave it with us for downloads, and pick it up later. If there are problems with your track we will try to contact you via SMS.

Note: your tracklog will initially be scored by using the data from your GPS/logger. Your own GPS data will only be used in the event of difficulties with the automated data from the logger or a pilot believing the tracklog is faulty or inaccurate.

8.5 Provisional results and complaints

Provisional results are published online and physically at the competition HQ, and beneath the task board on launch the following day. The results will be published as soon as we have them ready. We will strive to get this done before normal bedtime but remember that we need your cooperation for the whole thing to run smoothly. Complaints may be made up to two hours after the formal publishing of provisional

results, in exceptional cases (late publishing) they may be made on launch the following day, *before* the window opens.

9. Complaints, Protests and Appeals

9.1 Complaint Procedure

Any pilot registered in the competition can make a written (in English) complaint to the Meet Director. It has to be made within two hours of the announcement of the provisional results (for exceptions see above). The Meet Director will deal with the complaint.

If the person complaining is not satisfied with the outcome, they have the right to protest. Such protests must be made in writing (in English) and be handed to the MD with a protest fee of EUR20 within 2 hours of the announcement of the decision regarding the complaint. The protest committee decision will be displayed on the official information board. The protest fee will be refunded if the protest is upheld.

10. Flying and safety regulations

10.1 Compliance with Law

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

10.2 Airspace

Task setting will avoid conflicts with restricted airspace where possible. Pilots must be fully conversant with air law and must be in possession of an altimeter and a GPS device recording 3D tracks. The GPS should be recognised as a free flight model, and if it is an uncommon make or model it makes sense to provide your own cable. Finally the GPS must be able to communicate with GPSDump – for a list of accepted devices check

http://www.gpsdump.no/body_gpsdump.htm

10.3 Flight Limitations

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors or the public is prohibited.

10.4 Damage to a Competing Glider

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss or theft beyond the control of the competitor. It may be replaced by an identical make and model, or by one with similar or lower performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

10.5 Protective Equipment

Every competitor shall wear a protective helmet and carry an emergency parachute and back protection on all flights.

10.6 Fitness

A pilot may not fly unless he/she is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying.

10.7 Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

10.8 Turn Direction

The TD will confirm each day the direction of all 360deg. turns in front of take-off, within a given area and time. Failure to comply with turn direction may incur a penalty.

10.9 Cloud Flying

Cloud flying is defined as any part of the glider or the pilot disappearing into cloud. Cloud flying is prohibited and may be controlled by marshals, GPS track log and witness statements supplied by more than one pilot. For safety reasons, including collective cloud flying, the TD may cancel the task before the last landing time.

Should a pilot enter cloud he/she must be seen by pilots to return to a point of no advantage. This means leaving the cloud in a timely and safe manner and losing height to return to a position lower and further (in relation to next turn point/goal objective) than when the pilot entered cloud. Spiralling out of cloud is prohibited.

10.10 External Aid to Competitors

External aid to competitors is not permitted. Live GPS Tracking is not considered an external aid.

10.11 Communication Equipment

Radios should be carried in flight by all participating competition pilots and radios may **only** be used in the air for safety reasons. The Organiser of the event will announce an official safety frequency. For retrieval the Organiser may announce one or more frequencies. The Organiser is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated.

We recommend that you leave your mobile phone switched on and readily reachable during flights. This MAY aid in locating you if you are injured, and it will surely make it easier for yourself to call for help.

10.12 GPS

GPS will be used for flight validation. Each pilot must be equipped with at least one GPS with the ability to record a 3D track log. If the primary GPS fails a second GPS, also with a 3D tracklog, is acceptable to validate a competitor's flight, provided there is no dispute over the flight

10.13 Restart

If a competitor has an issue affecting safety after launch he can request permission from the Meet Director or a Safety Marshal to top land. If this is granted he may top

land as directed. In the case of a major problem forcing re-landing immediately after launching, a pilot may take off again after gaining permission from the Meet Director or Safety Marshal. The pilot's takeoff time remains, in any case, the one of the earliest start.

10.14 Pilots' Responsibility

It is the pilots' responsibility to remain informed through the briefing or by consulting the official board put up for this purpose.

10.15 Language Requirements

All competing pilots must be able to understand and communicate in English in order to be fully aware of safety and task briefings. If they cannot then they must provide an interpreter to translate for them.

11. Safety Report Back system

11.1 Sign-To-Fly

All pilots who wish to compete in the day's task have to sign the Sign-to-Fly list at take-off and sign-in after task completion at Check-In. Failure to do so will result in a pilot penalty, usually zero for the day. If live tracking is used in the competition collecting the live tracking device supersedes Sign-to-Fly and its return is equivalent to checking in at the end of the task.

WARNING: Failure to adhere to the sign-to-fly rule is a serious offence. Noncompliance can cause unnecessary use of Emergency services and disruption of tasks. Be responsible.

11.2 Reporting back

You **MUST** let us know as soon as practically possible that you have landed and are safe and sound. "As soon as practically possible" means right after landing, or as soon as you have GSM coverage thereafter. The preferred method of reporting back is by using the Live tracker by pressing F2, then F1. You must also report back when you land in goal!

Explanation: The reason report back, even if in goal, is that we may use virtual or remote goals and we cannot guarantee that there will be goal marshals ready when pilots arrive in goal. Due to this, there may well be no one to take down your names/numbers. Failure to report back **MAY** give you zero score for the task.

12. Start cylinders, turnpoints and goals

12.1 Start systems used

The start system for both Elapsed Time races and air start Race to Goal tasks is a start cylinder that must be either entered or exited after a time given on the briefing. We may decide to have a Turnpoint 0 that must be taken **BEFORE** the start cylinder. This is done to reduce congestion in the air around the start.

12.2 Turnpoints

The Nordic Open 2016 uses GPS for task verification. This means, among other things, that all turnpoints are "virtual", i.e. if there is discrepancy between the physical object

on the ground and the GPS coordinates then the latter overrules the former. Turnpoint sectors are set by the task committee. It is up to the pilot to make sure that there are track log points stored in his GPS from inside the turnpoint cylinder.

12.3 End of Speed Section and Goal

The goal is also a "virtual" cylinder, often with a 400m radius. We will normally set a larger ESS cylinder where the time is stopped, but to be awarded the full amount of time points you must still make it into the smaller goal cylinder. This is one way to make sure that pilots do not race too hard close to the ground. There are no goal marshals to time goal arrival – arrival times are taken from the GPS.

13. Scoring

13.1 Scoring system

Nordic Open is scored using a recent version of the GAP or PWC scoring formula. Score formula settings shall be:

- Nominal distance: 30-40 km
- Nominal time: 1-2 h
- Nominal % goal: 40 %
- Minimum distance: 5-10 km
- Time points if ES but not in goal = 0 (mandatory)
- Jump the Start is NOT active in the 2016 Nordic Open. The start gate time is absolute.

Scoring formula settings shall be approved by the task and safety committees, and by representatives from each participating Nordic NAC, before first task.

14. Validation of tasks

14.1 Task Validity

The launch window will be validated when:

The Launch window has been open for the minimum required time OR all competitors have launched.

The formula for the minimum required time is as follows:

$$(\text{Minimum_window_time}) = \frac{(\text{Num_of_competitors}) \times 2}{(\text{Num_of_launch_positions})}$$

The number of launch positions will be declared by the Meet Director at the first General briefing.

14.2 Stopping of a Task

The Meet Director can stop a task in case of hazardous weather or other conditions that in his view could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency. If a task is stopped it will be scored according to the FAI Section 7b.

14.3 Cancellation after Landing Time

After the last landing time a task can only be cancelled by a safety committee decision. The TD can ask for a decision on the validation of a task.

14.4 Assistance to a Pilot in Danger

All pilots must gather up their gliders immediately after landing. A glider lying open on the ground means "I need help!"

14.5 Compensation to an Assisting Pilot

A pilot rescuing an injured pilot will be given points corresponding to his own average score percentage so far. For example a pilot who has scored

Task 1: 920 on a 1000 points task (92%)

Task 2: 771 on a 890 points task (86.6%)

Task 4: 415 on a 613 points task (67.7%)

This pilot has had an average score percentage so far of 82.1%. If he lands to assist a pilot on Task 4 which has a maximum score of 818 points he will be awarded $818 \times 82.1\% = 672$ points for that day.

Landing to assist an injured pilot during task 1 will give the average score of all pilots on this day.

15. Retrieve rules

15.1 Retrieve communications

Once you have **reached a main road** you have a decision to make:

- 1) You may decide to organise your own retrieve (by hitch hiking for example)

OR

- 2) You may contact the retrieve officer for a retrieve.

Once you have sent an SMS message to the retrieve officer to ask for a retrieve from a position along a main road **you should not hitch hike to another location!** Doing so will confuse the system and cause delays for all the other pilots being retrieved, and you may be penalised in your day score. You may cancel a retrieve via SMS if you find alternative transportation. Note that even if you have your own retrieve organised you **MUST STILL SEND A MESSAGE OR AN SMS TO THE OFFICIAL REPORT-BACK NUMBER!**

15.2 The retrieve SMS

The retrieve message should look as follows:

Pilot Number XX needs retrieve/does not need retrieve, and is located at the position attached.

16. Live Tracking

16.1 Tracking devices

Each competitor is issued a Flymaster F1 Live tracker daily at launch. This will also be used for Sign-To-Fly. On check in, you must return the Live Tracker, where it will be recharged for you.

The live tracking device is worth 200EUR and must be returned in working order after each and every task. In case of failure to return the live tracking device the pilot agrees to pay 200EUR.

17. Imperfect days

17.1 Weather trouble and Online communications

Even perfect comps may have weather trouble, and it is likely that not all days can be run as stringently as outlined here. If the weather in the morning is looking bad but there is hope of a late task, we may opt to use the competition website as communication/briefing means. The morning website update will then specify when you should check the website to see if the chairlifts are operating or not. A final cancellation of a day will also be announced at any Daily Briefing in the mornings.