

LOCAL REGULATIONS FOR

Vuela Puebla Paragliding Open



**At “Chalchiuapan”
On Puebla, MEXICO
31 October – 2 November 2008**

Organised by:

Club de Vuelo Libre de Puebla A.C. & Manuel Ruiz
ON BEHALF OF THE

FEDERATION AERONAUTIQUE INTERNATIONALE

These local regulations are to be used in conjunction with 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.

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Purpose

The purpose of the championship is to provide good, safe and satisfying contest flying in order to determine the champions of the Vuela Puebla Paragliding Open 2008 in order to reinforce friendship among pilots and nations.

Program

Training, Registration October 30 2008, 16.00-20.00 hrs General Head quarters

First Competition Briefing October 30 2008 20:00 hrs General Head quarters

Contest Flying Days October 31th to November 2 Chalchihuapan

Dinner November 1 21:00 Hrs Pollos Mazatecos

Closing Ceremony, Price Giving November 2 2008 8:00 hrs Local Landing Area

Officials

Meet Director Hector Martin “ Fink “

Safety Director Hector Martin “ Fink “

Score Keeper Héctor Serrano,

LOCAL REGULATIONS

1 ENTRY

1.1 Eligibility

The Vuela Puebla Paragliding 2008 Open is open to all members and associated Member countries of FAI who may enter any number of competitors who pay their entry fee and hold a FAI sporting license.

Entries must be made on the official registration form on www.VuelaPuebla.com, and registration will be completed when the full entry fee is paid to the organization.

Applications, with fee paid, not received by the entry dead line may be refused.

Entry dead line: pilots briefing first day.

1.2 Fees

The entry fee is usd\$50 plus including:

- Map with turn points
- Competition Program
- Identify Badges
- Daily Itinerary with Transport and retrieval details
- T-Shirt
- Turn point list digital
- General Information
- 1 Liter of water daily
- Ambulance in take off and local Landing área.

Fees will be paid cash on head quarters.

1.3 Refunds

All entry fees must be paid in full before October 31 2008. Fees will not be refunded

2 GENERAL COMPETITION RULES

2.1 Registration

Every single pilot must register personally on October 30 at the registration Desk at head quarters between 16:00 and 20:00. On October 30 the pilots must report to the Head Quarters to have their documents checked and to receive supplementary regulations and information. The end of the official Registration Period limit is before pilots briefing time for pilots that register in internet BEFORE and report to registration desk at take off October 31 (before pilots briefing), which is considered the official start of the competition.

2.2 Documentation required

Evidence of competitor's ID and nationality
Receipt of payment of entry fees
Signed Waiver
Certificate of insurance, optional

2.3 Schedule and Time

The Head Quarters will be open from October 30 to November 2 from 8:00 to 22:30

The closure of the registration is on October 30 at 22:00

No official training days are planned.

Optional Safety Pilot Meeting: October 30, 20:00-21:00 evening at Meet HQ. Agenda items: Safety, transport, GPS, scoring, strategy & more. Pilots who register in internet and call to make a October 31 register will do that at take off, before pilot briefings is performed.

Official time is UTC minus 6 hours (no winter time applied).

Competition Schedule October 31, November 1

- 08h00 -Headquarters open
- 09h00 / 09h20 -Transport to take-off from head quarters
- 10h00 - Task and Safety Committee meetings, results previous day and complaints
- 10h30 -Pilots' briefing / previous task official results / Protest resolutions / Task definition
- 16h00 -Scoring office opens at the main Headquarter
- 17h45 -Safe landing report deadline -as soon as possible, maximum 30 minutes after landing
- 20h00 -Scoring office closes
- 22h00 -Provisional results

This schedule is subject to change. Any changes to the schedule will be announced at the Daily Pilot Briefing.

November 2

- 08h00 -Headquarters open
- 09h00 / 09h20 -Transport to take-off from head quarters
- 10h00 -Meet Director / Task and Safety Committee meetings
- 10h30 -Pilots' briefing / previous task official results / Protest resolutions / Task definition
- 14h00 -Scoring office opens at the main Headquarter
- 17h45 -Safe landing report deadline -as soon as possible, maximum 30 minutes after landing
- 18h00 -Scoring office closes
- 19h00 - Final results Awards ceremony
- 20h00 -Complaints resolution published,

This schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at the Daily Pilot Briefing.

3 REST DAYS

There are no rest days planed

4 COMPLAINTS AND PROTESTS

4.1 Complaints

According CNM PG ANPYP 2008 rv2_1 .

5 TAKE OFF

5.1 Type

Foot launch from hill side

Launch will take place on Chalchiuapan “el Venturi”

Height ASL 2245mts – above ground 250mts

Up to 3 pilots can launch at the same time.

5.2 Ordered Launch (according to S7 2.42.2)

First in first out on a line to the takeoff. If the take off is unsuccessful the pilot will move to the end of the line .If a pilot decides not to take off, the pilot will move to the end of the line. Pilots will enter the line FULLY prepared to take off, a not assembly procedures will be performed on taking off area.

6 RETAKE -OFF

According to CNM PG ANPYP 2008 rv2_1 .

7 RADIOS AND MOBILE TELEPHONES

Radios that are capable of receiving and transmitting in the 145 to 159 MHz range are mandatory. In the interest of safety, radio use will not be restricted in any way, except that pilots and crew are requested to refrain from using the Safety Frequency, **144.050 MHz**, except in emergencies and retrievals. Voice activated microphones (VOX operated) are not allowed (not only on the Safety Frequency but in all cases, because it will disturb everybody). Any pilot operating a voice-actuated microphone on **144.050 MHz** or 144.150 MHz will be penalized. In the interest of safety there are no restrictions on mobile telephone use.

NOTE: All pilots and crews are requested to submit their mobile telephone numbers and intended radio frequency of choice to the Meet Director at the October 30.

Only frequencies allocated by the organizers may be used.

The official Vuela Puebla 2008 Paragliding Championship Flying Frequency will be **144.150 MHz**.

The official Vuela Puebla 2008 Paragliding Championship Safety Frequency will be **144.050 MHz**.

The official Vuela Puebla 2008 Paragliding Championship Retrieval Frequency will be **144.050 MHz**.

8 TASK PERIOD

Times of window open for take off and times for closing of the window, turn points, start time(s), goal closure and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period of time that the launch window will remain open for the day to be considered valid is 15 minutes.

9 WIND SPEED

The maximum wind speed in which a task shall be flown is 30 km/h, This shall be measured at "El venturi Chalchiuapan" Launch

10 SCORING

10.1

For scoring the Race 2003 of FS scoring program will be used and scoring formula will be GAP 2002. The GAP parameters for the competition will be:

Minimum distance: 3 km

Nominal distance: 25 km

Nominal goal: 20% of pilots

Nominal time: 1 hours

10.2

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 16.

10.3

Only track logs from 3D GPS devices will be accepted and only types of GPS devices that are supported by CompeGPS competition version 6.1b

10.4

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day; this score shall be a percentage of the winners score decided by the competition director. Pilots leaving before the startgate opened, are awarded minimum distance points

10.5

Pilots must fill in landing and safety forms after each flight to receive valid scores for the day

11 PENALTIES

11.1 Restricted Areas

Flying over restricted areas is unsporting, dangerous, and against the vuelas Puebla 2008 Paragliding Open rules. The penalty for a pilot can be a zero score for the day. The penalty for the second verified infraction will be disqualification from the meet. Evidence such as GPS Track log, will be required to verify infractions. The restricted areas will be marked on the flying maps

11.2 Midair Collision

A Competitor involved in a collision must not continue the flight if the structural integrity of his/her glider is in doubt. Pilots involved can be scored as if they had landed at the point of the collision. Midair collisions must be reported to the Meet Director. Individual reports from all the involved pilots are required

11.3 Penalties and disqualification

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook or in the 2007 CIVL Sporting Code Section 7B, or for actions that endanger themselves, other competitors, meet officials, volunteers, or spectators. Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Meet Director. Penalties may be applied to daily or cumulative scores.

As an example, a 10% day penalty will result in the competitor receiving only 90% of his/her score for that day. A 100% day penalty means that the competitor receives a zero for that day. The same principle holds for penalties applied to the competitor's cumulative score.

Penalties as follows will apply:

- Cloud flying (2.20.6):
 - 1st offence -zero for the day
 - 2nd offence -expelled from the competition
- Wrong turn direction:
 - 1st offence – warning
 - 2nd offence – 100 points then doubling for every offence after that.
- Dangerous and aggressive flying
 - 1st offence – warning
 - 2nd offence – 100 points then doubling for every offence after that.
- Aerobatics after reaching the goal line:
 - 1st offence – warning
 - 2nd offence – 100 points then doubling for every offence after that.
- Top Landing after the launch window is open
 - 1st offence – 100 points then doubling for every offence after that.
- Failure to report back:
 - 1st offence -zero for the day.
 - Subsequent offence – expulsion from the competition.
- Too much ballast (2.20.8):
 - 1st offence – 100 points
 - 2nd offence – zero points for the task
 - 3rd offence – expulsion from the competition

12 THERMALLING

All pilots must read and understand Thermalling Rules and Procedures as by Chapter 17 of the Section 7B.

12.1 Turn Direction.

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

13 COMPETITOR RESPONSIBILITIES

Briefings and Rules

It is the pilot's responsibility to understand Vuela Puebla Paragliding Open 2008 Local Regulations, to attend the Daily Pilot Meetings, and to keep up with all schedule changes, course modifications, and rule amendments

14 EQUIPMENT

Rules for Gliders, Helmets, Ballast, Parachutes, GPS and Other Equipment will be as stated in the Section 7B

15 TASKS

15.1 Task Committee

The Meet Director will propose a list of candidates from which 2 pilots will be elected by all participants during registration, each pilot gives one vote, and confirmed at October 30 Pilot Meeting, to form the Task Committee. The Meet Director will design a third member. The Meet Director may substitute absent members of the Task Committee at any time during the meet. The Meet Director will select the daily task after consultation with the Safety Director and the Task Committee. Each day's task will be announced at the Daily Pilot Meeting

15.2 Task Format

Tasks will usually be cross-country races to goal or speed runs from the start cylinder to a goal, with or without intermediate Turnpoints. Task variations such as single-start-time races, may also be used

15.3 Safety Committee

There will be a Safety Committee composed of 3 competitors nominated by the Meet Director. These committees will assess, when asked, the Task Committee, and will advise the Meet Director and the Safety Director on weather and other safety issues once the task has begun

15.4 Protest Committee

The Meet Director will propose a list of candidates from which 2 pilots will be elected by all participants during registration, each pilot gives one vote, to form the Protest Committee together with one jury appointed by the event organizer. The 3 members of the Protest Committee will be confirmed at the October 30 Pilot Meeting. If one of the competitors, member of the protest committee is involved in a protest, he must be substituted by the Safety Director for that specific protest

15.5 Start Procedures

A Start Cylinder, defined by GPS coordinates, will be used for all starts. An exit or entry cylinder may be used, with a radius to be announced. Cylinder type, location, and radius will be specified at the Daily Pilot Meeting. Pilots must fly respectively out of or into the Start Cylinder to start.

Start times will be announced at the Daily Pilot Meeting. GPS Track Logs will be the only method of determining start times.

Every pilot has to launch during the time that the Launch Window is open. If given the case, pilots must re-launch from the Official Launch and must get the Launch Director's approval before re-launching.

15.6 Turnpoints

Turnpoint Cylinders, defined by GPS coordinates, will be used for all Turnpoints. Cylinder radius will be specified at the Daily Pilot Meeting, but it will normally be 400 meters (800 meter diameter). Pilots must fly into or through (not around) the Turnpoint Cylinder to achieve the Turnpoint. To qualify, there must be at least one track log point inside the cylinder. GPS Track Logs will be the only method of determining whether pilots have flown through Turnpoint Cylinders

15.7 Finish at Goal

A Goal Cylinder, defined by GPS coordinates, can be used for finishes. The Goal Cylinder radius (usually 400 meters, like other Turnpoints) will be specified at the Daily Pilot Meeting. Pilots must fly into the Goal Cylinder to finish, and they may enter the Goal Cylinder on any heading, at any altitude. Pilots who enter the Goal Cylinder after the goal is closed will receive distance points, but they will not receive speed points.

Where practical, there will be a Goal LZ near the Goal Cylinder. Pilots are not required to land at the Goal LZ. The Goal LZ will be as close to the Goal Cylinder as practical. If the Goal LZ is in a different location than the Goal Cylinder, it will be moved BACK along the course line whenever possible.

When possible, also a goal line of an announced length may be used as finish line to be crossed.

GPS Track Logs will be the only method for recognizing and timing Goal crossings.

15.8 Finish Short of Goal

Flights that end between the Start Cylinder and the Goal Cylinder will be measured by the “distance made good” method. Distance points will be based on the maximum distance recorded by the GPS track log, even if the pilot then flies back to reach a safe landing field. Pilots who land short of goal should mark their landing locations as waypoints with their GPS receivers

15.9 SUSPENSION, CANCELLATION OR STOPPING OF A TASK

The Meet Director may suspend the launch if conditions become unsuitable, for safety reasons. If launching is suspended only for a short period, the Director need not cancel the task. If conditions become unsuitable for competition after pilots are in the air, but before the (first) Start Time, the Meet Director, in consultation with the Safety Director, may cancel the task. That decision will be communicated to the pilots by radio and verbally to pilots who have not yet launched. If weather or other conditions become hazardous after the task has begun and the Meet Director, in consultation with the Safety Director, decides to stop the task, that information will be broadcast at ten-minute intervals (i.e.; 1:40, 1:50, 2:00, 2:10...) for a period of one hour. The Meet Director and the Safety Director are the only persons authorized to stop the task. Since radio transmissions are not infallible, no pilot should make any assumptions as to whether a task has been stopped unless he/she has actually heard the stopping announcement and has recognized the Meet Director's or “Controls” voice. (“Control” means the competitions radio communication Director)

Please remember that pilot judgment is critical as to whether to continue the task in a hazardous weather situation. Each individual competitor is the best judge of what constitutes safe conditions for that competitor. Each pilot is completely responsible for his/her own safety at all times.

Cancelled tasks will not be scored. A stopped task will be scored only if it is a Race to Goal and a minimum of one pilot is in goal, taking the pilot's GPS track log until the time the task was stopped.

END.