

Local Regulations & Pilot Manual

Revision 1.4 (November 10th of 2014)



COPA INTRÉPIDOS 2015

FAI/CIVL Cat. 2 - Jan 5th - 10th 2015

www.airtribune.com/intrepid2015

These Local Regulations are to be used in conjunction with General Section and with Section 7B of the FAI Sporting Code.

Organized by:

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This competition is registered and supported by:

Club de Vuelo y Vela de Valle de Bravo (CVVVB)
Asociación Nacional de Papalotes y Parapentes (ANPYP)
Federación Mexicana de Aeronáutica (FEMEDA)

Purpose:

The purpose of the championship is to provide good, safe and satisfying contest flying in order to determine the champions on each category and to reinforce friendship among pilots.

Officials and Staff:

Meet Organizer – Juan Guadarrama.
Meet Director – Hector Martin.
Score Keeper – Pablo DiSanti.
Safety Director – Francisco Cuevas.
Weather Director- Manuel Quintanilla.
Retrieval Director – Luis Alberto Castillo.

FAI Steward – Ing. José Peña Buenrostro.

Task committee:

- T.B.A.
- T.B.A.
- T.B.A.
- T.B.A.

Safety committee:

- T.B.A.
- T.B.A.
- T.B.A.
- T.B.A.

Protest committee:

- T.B.A.
- T.B.A.
- T.B.A.
- T.B.A.

Competition Schedule:

General schedule

Sunday, 4th January 2015 - Registration / Training task
Monday, 5th - Saturday, 10th January 2015 - Contest flying days
Saturday, 10th January 2015 - Prize-giving, closing ceremony

Daily schedule

07:00 - Headquarter opens
08:00 - Deadline for the previous day protests
09:30 - Transportation to Take off
11:00 - Meet Director / Task and Safety Committee meetings
11:30 - Pilots' briefing / Previous task official results announcements / Task definition
12:00 - Window open
17:00 - Scoring office opens
20:00 - Scoring office closes
20:30 - Provisional results announcement / Headquarter closes

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

Entry Requirements:

Eligibility:

The Copa Intrépidos 2015 is open to all Paragliding pilots who present a valid license and comply with the Organization criteria.

Entries must be made on the Entry Form that can be filled on the competition website (www.airtribune.com/intrepid1015).

The deadline for receiving the payment of the Entry fees is Jan 4th of 2015.

Entry Fees:

The entry fee is \$1,300 Mexican Pesos (\$100 US Dlls. / 77 €) if paid before December 31 of 2014, \$1,500 Mexican Pesos (\$115 US Dlls. / 88 €) if paid after and until registration day (January 4th).

Important Notice: All Foreign or national visiting pilots must pay the local fee to have access to the launch area. A special price for pilots flying only the practice and competition days will be negotiated. Payment to the local club will be paid in cash at the registration desk with a representative of the club.

Entry fee includes:

- General information and Competition program.
- Identity badges.
- Transportation from the headquarters to the take-off and back.
- Daily retrieve during the competition task limits.
- Daily lunch packet with hydration.
- Daily lunch and drinks at goal.
- Map with waypoints and relevant info.
- T-shirt and other goodies.
- Daily night storage for your gear rug sack (No flight decks allowed)
- Free access to all social events and closing ceremony party!

Refunds:

All entry fees must be paid in full before Jan 5th 2015. Fees will not be refunded to disqualified competitors.

Cancellations before Jan 4th 2015 are 80% refundable minus all fees and charges for transfers and bank commissions. Cancellations received after Jan 5th 2015, will not be refunded.

Awards/Classifications:

Awarded categories: (First three places on each category)

- 1st, 2nd and 3rd ranked - SERIAL (LTF 2-3, CCC or EN D)
- 1st, 2nd and 3rd ranked - SPORT (LTF 2 or EN C)
- 1st, 2nd and 3rd ranked - INTERMEDIATE (LTF 1-2 or EN B)
- 1st, 2nd and 3rd ranked - LADIES (Any category)
- 1st, 2nd and 3rd ranked - NATIONAL (Mexican pilots on the 2014 season tour)

IMPORTANT NOTE: For any category, a minimum of five contenders on the category are necessary to be able to be awarded on the closing ceremony.

Entry requirements:

- Registration and entry fee payment.
- Valid FAI license with 2014/2015 stamp (for WPRS).
- Pilot License IPPI 3, 4 or 5 or national equivalent.
- Third party and Medical insurance.
- Fully certificated and operational Paraglider, harness with back protection, certificated helmet, reserve parachute, IGC logging capable GPS, 2m radio (144/160 Mhz. frequency range capable) and mobile phone.

Open class gliders without any certification are permitted only with the relevant documentation, as stated in Section 7B of the FAI Sporting Code.

Mobile Phone note - It's strongly suggested to acquire a Mexican SIM card from Mexican mobile telephone company "Telcel" to use during the competition for coverage and dialing feasibility. Usually pre-paid system SIM cards cost no more than \$5 US Dlls. and a pre-paid system cheap mobile unit with SIM card included around \$30 US Dlls.

General Competition Rules:

Registration:

Every single pilot must register personally on Jan 5th at the registration Desk between 11:00 and 17:00.

Documentation required:

- Evidence of competitor's ID and nationality
- Pilot's valid FAI Sporting License
- Receipt of payment of entry fees
- Satisfactory evidence of glider airworthiness
- Certificate of insurance
- Local Club fee

Documentary proof in English or Spanish of insurance covering at least USD \$200,000 for public liability risk (Third party) must be presented to the organizers before the start of the championship, as well as a valid personal accident insurance covering at least usd\$150,000 for medical assistance and repatriation (S7, 2.12).

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability)
- The Safety Form (updated information on the glider specifications and contacts in Mexico and at home)

Schedule and Time:

The Headquarters will be open from Jan 5th to 10th from 17:00 to 20:00

The closure of the registration is on Jan 4th at 17:00

Mandatory Safety Pilot Meeting: Jan 4th, 18:00 evening at the HQ Conference Room.

Agenda items: Safety, transport, GPS, scoring, strategy & more.

Pilots that do not attend the safety meeting will not be allowed to compete

Official time: UTC minus 6 hours. (UTM -6)

Headquarters:

Main Valle Intrépido office, Fray Gregorio Jiménez de la Cuenca S/N, Barrio de Santa María Ahuacatlán, right in front of Plaza Valle, at the lake "malecón" (embankment or esplanade along the waterfront).

Conference Room:

"Casa de la Cultura", Fray Gregorio Jiménez de la Cuenca SN, Barrio de Santa María Ahuacatlán, right in front of Valle Intrépido main office, next to Plaza Valle.

Complaints and Protests:

Complaints:

A complaint must be made to the Meet Director or his deputy in writing. To request a correction, it should be made with the minimum delay and it will be dealt with expeditiously.

The time limit for submitting a complaint is 1hr 30 minutes after the publication of the provisional task results, except after the last contest task, where the time limit is 30 minutes.

Protests:

The time limit for submitting a protest is 9hrs after the publication of the provisional task results or the communication of the result of the complaint, except after the last contest task, where the time limit is 1 hr. Protests must be written in English and shall contain pilot name and competition number, delivered together with the protest fee to the Meet Director. The protest fee is \$100 US Dlls. If a ruling is made in favor of the protest; the protest fee will be refunded.

Take off:

Type:

- Foot launch from hill side
- Launch will take place on "El Peñón".
- GPS coordinates, Take off: 19°3'41" (19.0616)N; 100°5'27" (100.091)W
- Height ASL 2,336 mts
- Up to four pilots can launch at the same time

All pilots must report their pilot number and name to the Meet director or Launch director when they become ready to enter the launching area.

Ordered Launch: (according to S7 2.24.3)

If the size of the take off is not enough for all the competitors, an ordered launch method will be used. If this is used on the first day, the order will be according to the WPRS valid at the start of the competition, after that the competition ranking will be used.

First competition day: The top 15 male pilots and the top 5 female pilots based on WPRS have the right to enter in the take-off area whenever they want.

Following days: The top 15 male pilots and the top 5 female pilots based on the most recent overall championship results have the right to enter in the take-off area whenever they want.

Radios and Mobile telephones:

Radios that are capable of receiving and transmitting in the 145 to 160 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, 145.950 MHz, except in emergencies. 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 VOX microphone on will be penalized.

In the interest of safety there are no restrictions on mobile telephone use.

It's strongly suggested to acquire a Mexican SIM card from Mexican mobile telephone company "Telcel" to use during the competition for coverage and dialing feasibility. Usually pre-paid system SIM cards cost no more than \$5 US Dlls. and a pre-paid system cheap mobile unit with SIM card included around \$30 US Dlls.

NOTE: All pilots and crews are requested to submit their mobile telephone numbers and internet addresses at the registration on Jan 4th.

Only frequencies allocated by the organizers may be used.

The Event Organizer has cooperated with national and local radio regulatory groups for pilots to operate without an Amateur License.

- The Copa Intrépidos 2015 Competition Frequency will be 145.900 MHz.
- The Copa Intrépidos 2015 Retrieval Frequency will be 145.950 MHz.
- The Copa Intrépidos 2015 Safety Frequency will be 145.850 MHz.

Re-Take Off:

A competitor will be allowed 1 take off to attempt the task within the started take off period.

A failed take off attempt or safety problem arising immediately after take off which results in a landing, will not count as one of the permitted number of take off's, if the landing is proved to be for an emergency, however the pilots take-off time will be taken from the time of the first take-off attempt if a ground start is specified.

If a landing at the take off is not considered by the meet or safety director to be an emergency landing, re-takeoff will not be permitted and penalties may be applied.

The organization will try to do their best to return pilots on time before the Window close, but it will be not the organization responsibility to return pilots back to the launch area.

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 on the task board. Any window extension policy will also be displayed in writing.

The launch window has to be open over a minimum of one hour at launchable conditions so the day can be considered valid.

Start Periods:

A start period is a period of time at the commencement of which pilots may fly the speed section of a competition task. Pilots starting after the commencement of one start period and before the commencement of another will be scored as if they had started at the commencement of the earlier period. The opening time of the first start period is to be specified at the task briefing and the total number of starts is also to be specified.

Wind Speed:

The maximum wind speed in which a task shall be flown is 25 km/h, this shall be measured at "El Peñón" Launch.

Waypoints:

A special waypoint set will be used for Copa Intrépidos 2015, the current set available online could be updated any time before the registry day. Please update your set at registry at the GPS registration desk with the Score Keeper.

GPS coordinates:

GPS coordinates, Take off: 19°3'41" (19.0616)N; 100°5'27" (100.091)W - Elevation : 2336 m.

GPS coordinates, Landing: 19°2'45" (19.0459)N; 100°6'32" (100.109)W - Elevation : 1775 m.

Scoring:

For scoring the scoring formula will be GAP 2014. The flight verification software will be current version of the FS Software provided by the CIVL.

The GAP parameters for the competition will be:

- Minimum distance: 6 km
- Nominal distance: 40 km
- Nominal goal: 30% of pilots
- Nominal time: 1.5 hours
- UTC/GMT -6 hours

Pilots finishing end of speed section but do not reach goal get 0% of their speed points.

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

Each pilot must, as a minimum, fly with one 3D GPS device. Only types of GPS devices that are supported by CIVL FS will be accepted

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 for that day decided by the competition director

Pilots leaving before the start gate opened, are awarded minimum distance points

Penalties:

Restricted Area:

Flying over restricted areas is unsporting, dangerous, and against the Copa Intrépidos 2015 local regulations (according to S7B, 2.28.2). The penalty for a pilot can be 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.

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.

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook or in the 2014 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 the score of the day where the fault has taken place

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.

Thermaling:

All pilots must read and understand Chapter 17, Thermaling Rules and Procedures

Turn Direction:

Pilots must turn left on the calendar odd days and right on even days between the launch and start gate, or as stated at the daily briefing.

Safety Committee:

The goal of the Safety Committee is to strive for and advance the safety of all the meet participants, officials, spectators, etc. The Safety Committee has the authority to stop or postpone a pilot or task at any time, including during the task, if, in his/her/their judgment changing conditions or lack of pilot ability jeopardize safety.

However, the ultimate responsibility for a pilot's safety lies with the decisions of the pilot him/herself and is not guaranteed by the actions or decisions of the Meet Organizers, the Meet Director or the Safety Committee.

The Safety Committee shall consist of no less than three people, who are approved by the pilots at the general briefing before the start of the competition. The Safety Committee's duty is to monitor the flying operations and report to the Meet Director when conditions become unsafe either on launch or on course.

Protest Committee approved by the pilots at the general briefing before the start of the competition. The Protest Committee will consist of three people plus the Meet Director with at least one nominated reserve, who would be used if there was a conflict of interest with one (or more) of the nominated Protest Committee members.

- The Protest Committee will apply the current rules as stated in the FAI 7b Competition Rulebook and the Meet Specific Rules to resolve any protests that may apply.
- If the published rules are clear and feasible, they will be applied in determining the outcome of the protest.
- If the current rules are not clear and feasible, the Protest Committee may apply a ruling that they feel is appropriate in the circumstances, but in doing this they must also provide written reasons why they made this decision and also provide guidance to the Competition Committee to suitably alter future editions of the competition manual.

The Protest Committee's decision is final. The Protest Committee may also advise the Competition Committee on possible future rule changes in order to improve the running of competitions.

Retrieval:

The Meet organizers shall attempt to have chase vehicles and volunteers along the task route to accommodate competitors who land out along the course. If a pilot lands out he/she must report their status within 20 minutes of landing.

A variety of reporting options will be provided. These are listed below in order of recommended preference.

- Check in with official at goal
- Radio contact with competition retrieval crew.
- Text notification
- Telephone

Pilot is instructed to go to nearest paved road and to call in his/her GPS coordinates. Format for reporting your location is UTM.

Once retrieved, the competitor must return to the meet headquarters and check in.

Competitors who have their own support or who are self-retrieved are still responsible for reporting their status within 20 minutes of landing and for checking in at the meet headquarters.

Competitors who DNF must report this to the launch officials and meet headquarters.

WindTechs:

Wind techs are invited and welcome at this competition. Pilots wishing to participate in this capacity must contact and make arrangements with the Meet Organizer. The meet organizer requests that Wind Techs volunteer one day (retrieval) for each day flying (retrieval days should be arranged). Wind Techs are invited to all competition parties and events.

Wind techs are responsible for seeing that he/she is correctly identified by the Launch Director on their one day (retrieval). Wind techs shall sign out with the Launch Director in accordance with the sign out procedures established at the launch site.

Task Cancellation and Stopping a Task:

The Meet Director will notify chase vehicles who will radio pilots on course of cancellation.

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. If conditions become unsuitable for competition after the First Start Time then the Meet Director, in consultation with the Safety Committee, may cancel or stop the task.

The decision to cancel or stop the task will be communicated verbally to pilots who have not yet launched. That information will also be broadcast on the Competition Meet Frequency at ten-minute intervals (i.e.; 1:40, 1:50, 2:00, 2:10...) for a period of one hour to pilots in the air. The Meet Director is the only person authorized to cancel or stop the task. Since radio transmissions are not infallible, no pilot should make any assumptions as to whether a task has been canceled or stopped unless he/she has actually heard the announcement and has recognized the Meet Director's voice.

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.

If a task is stopped, the pilots will be scored up to the point in time when the task was stopped, minus 10 minutes. For those pilots not in Goal at the stop task time, distance points will be awarded based on the best in-flight track log point or landing point recorded prior to or at the task stop time, minus 10 minutes. No other means of flight verification will be accepted if the task is stopped. For a stopped task to be scored at least one pilot must have flown 2/3 on the course or 2/3 of the minimum time must have elapsed.

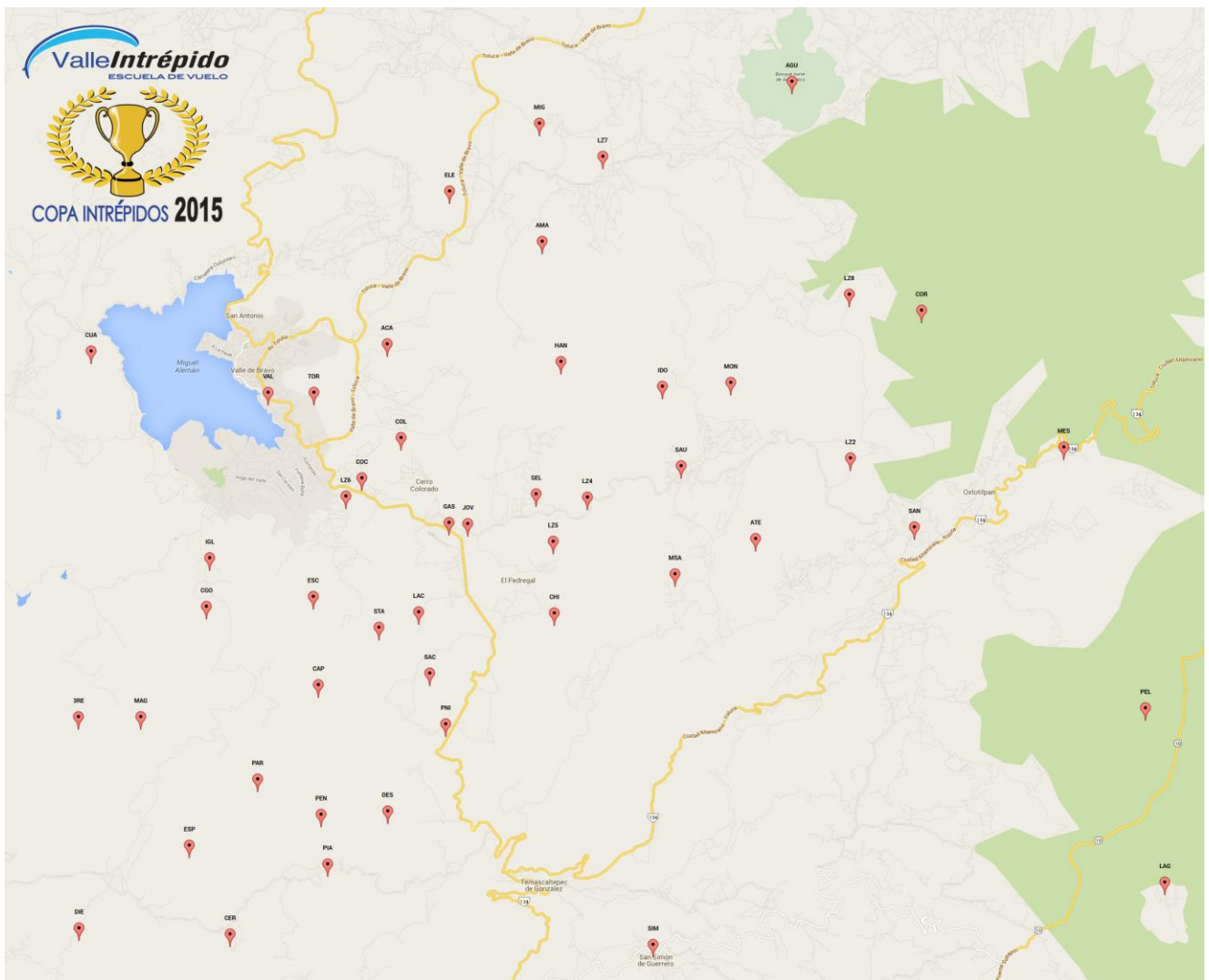
Canceled tasks will not be scored.

Waypoints List:

3RE	N 19 05 21.60	W -100 11 12.60	2320	3 Reyes
ACA	N 19 11 56.20	W -100 05 27.03	2060	Acatitlan
AGU	N 19 16 34.28	W -99 57 53.41	3251	Agua Fria - Amanalco
AGU	N 18 57 56.40	W -100 09 05.40	1960	Aguila
AMA	N 19 13 45.16	W -100 02 33.12	2515	Amanalco
ATE	N 19 08 30.40	W -99 58 33.77	2924	Atesquelites
B52	N 19 26 36.00	W -100 00 00.60	2760	Villa Victoria
B53	N 19 19 50.40	W -100 08 46.20	2382	Donato Guerra
B54	N 19 15 40.80	W -100 17 15.60	1768	Ixtapan del Oro
BUE	N 19 13 16.20	W -99 47 47.40	3080	Buenavista
CAP	N 19 05 55.80	W -100 06 43.80	2510	Capulin
CER	N 19 01 31.80	W -100 08 22.80	1730	Cerro Pelon
CGO	N 19 07 18.60	W -100 08 49.20	2300	Cerro Gordo
CHI	N 19 07 11.51	W -100 02 19.55	2500	Chinaco
COC	N 19 09 34.80	W -100 05 55.20	2080	Coca Cola
COL	N 19 10 17.40	W -100 05 11.40	2400	Cerro Colorado
COR	N 19 12 31.73	W -99 55 27.91	3277	Corral
CUA	N 19 11 48.60	W -100 10 58.80	2100	Cualtenco
DES	N 19 03 42.00	W -100 05 26.40	2310	Despegue
DIE	N 19 01 37.80	W -100 11 12.00	1800	Diente
DIV	N 19 07 41.40	W -100 14 55.80	2520	Divisadero
ELE	N 19 14 37.80	W -100 04 16.80	2700	Elefante
ELO	N 19 07 05.40	W -99 49 44.40	3770	El Oso
ESC	N 19 07 28.80	W -100 06 49.80	2370	Escalerilla
ESP	N 19 03 05.40	W -100 09 08.40	2320	Espinazo
GAS	N 19 08 47.40	W -100 04 17.40	2160	Gasolinera
HAN	N 19 11 37.94	W -100 02 12.03	2681	El Hancon
IDO	N 19 11 11.26	W -100 00 18.09	3022	Cerro Idolos
IGL	N 19 08 10.20	W -100 08 45.60	2150	Iglesia
JOV	N 19 08 46.20	W -100 03 56.40	2220	Jovan
LAC	N 19 07 12.60	W -100 04 51.60	2350	La Casa
LAG	N 19 02 26.40	W -99 50 55.20	2970	La Grim
LAP	N 19 01 27.60	W -100 14 46.80	1550	La Pila
LLA	N 18 59 17.40	W -99 53 28.20	2860	Llano
LZ2	N 19 09 55.34	W -99 56 47.62	2920	Campos Verdes 1
LZ3	N 19 12 21.00	W -99 48 54.00	3090	Cuauhtemoc
LZ4	N 19 09 14.40	W -100 01 42.60	2320	LZ4
LZ5	N 19 08 27.20	W -100 02 20.90	2252	Quintanilla
LZ6	N 19 09 15.11	W -100 06 13.34	2060	Casas Viejas
LZ7	N 19 15 15.05	W -100 01 25.44	2310	Amanalco LZ
LZ8	N 19 12 49.04	W -99 56 49.10	2854	Campos Verdes 2
MAG	N 19 05 21.60	W -100 10 03.00	2520	Maguey
MES	N 19 10 07.20	W -99 52 48.60	2730	Meson Viejo
MIG	N 19 15 50.07	W -100 02 36.31	2383	San Miguel
MON	N 19 11 15.80	W -99 59 01.69	3085	Monarca
MSA	N 19 07 52.96	W -100 00 04.21	2480	Mesa de Dolores

PAR	N 19 04 15.67	W -100 07 52.04	2631 Paredes
PEL	N 19 05 31.20	W -99 51 16.80	3530 Pelon
PEN	N 19 03 38.40	W -100 06 40.80	2370 Penon
PIA	N 19 02 45.60	W -100 06 33.60	1810 Piano Africa
PNI	N 19 05 14.37	W -100 04 21.23	2192 Penitas
RAI	N 19 09 34.80	W -99 48 12.00	2490 Raices
SAC	N 19 06 07.80	W -100 04 39.00	2440 Sacamecate
SAN	N 19 08 42.63	W -99 55 35.81	2597 San Francisco
SAU	N 19 09 47.40	W -99 59 57.60	2470 Saucos
SEL	N 19 09 17.68	W -100 02 39.73	2247 Santa Elena
SIM	N 19 01 20.40	W -100 00 28.80	2130 San Simon
STA	N 19 06 56.30	W -100 05 35.96	2627 San Agustin
SUR	N 18 57 16.80	W -100 05 13.80	1870 Sur
TEZ	N 18 58 27.60	W -99 58 58.20	2900 Tezca
TIZ	N 19 18 07.22	W -100 08 21.53	2390 Texcaltitlan
TOR	N 19 11 04.80	W -100 06 49.20	2220 Torre
VAL	N 19 11 04.80	W -100 07 40.20	1800 Valle de Bravo

Map with Waypoints:



Social events, parties and Final Awards Ceremony and Closing Party:

The organizers have arranged a welcome diner meeting, awards ceremony and closing party for all the competing pilots, the place to host both events is Restaurant Paraíso on a private area of the restaurant. Please notice that your competition identity badge will be requested at entrance, additional pilot guests are welcome but they will have to pay their individual entry fee.

The location of the Restaurant Paraíso is only two blocks away from the HQ over the same street.

<https://www.facebook.com/pages/Restaurante-Para%C3%ADso/157116301064509>

Daily lunch parties will be held at the goal site, all food and drinks are included on your entry fee. A pilot that doesn't wish to stay for the daily launch party will be able to use a special bus to go back to the HQ.

Juan Guadarrama "Gabacho"

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