

Local Regulations

2017 CHINA LINZHOU PARAGLIDING OPEN

26-30 May 2017, Linzhou, Anyang, China

Organized by:

Linzhou Paragliding Club

On Behalf of The Aero Sports Federation of China

These local regulations are to be used in conjunction with **General Section** and **Section 7A** 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 World Paragliding Champions and to reinforce friendship among pilots and nations.

2. Contacts & Officials

- Organizing NAC: Linzhou Paragliding Club
Address: West section of Yingbin Avenue,
Yaocun village, Linzhou city, Henan Province,
China
Tel: +86-372-6105688/6105699
Contact: Li Xiaomin
E-mail:linzhouclub@126.com

- Competition organizer: Wentao Huang
Phone: +86 13526819955
Email: 14483311@qq.com

- Official website and registration: <https://airtribune.com/linzhou2017/registration>

- Arbitration Chairman Jialun Hou
- Meet Director Wentao Huang
- Safety Director & FAI coordination Linchao Yuan
- Rescue Coordinator Songbo Ren
- Doctor
- Transport and Retrieval Yongfeng Chang
- Scorer Wentao Huang
- Livetracking coordinator GuangJun Hao
- Weather Forecast Yi fan Wang
- Headquarters Coordinators Lei Ma
- Take-Off Marshall Linchao Yuan
- Goal Marshall Xiaomin Li
- Public and Press Relations Guangyu Chen

3. Program

Event program

Official Registration and equipment inspection:	Thursday, 25 May (9:00-19:00)
Mandatory Safety Briefing:	Thursday, 25 May (20:00)
Unofficial training day with transport to take-off and limited retrieval:	Thursday, 25 May (10:00-10:30)
Opening ceremony:	Friday, 26 May, (8:00-9:00)
Contest flying days:	Friday, 26 May - Tuesday, 30 May
Prize-giving and Closing ceremony:	Tuesday, 30 May (19:00)

Typical Daily Schedule

- 07:30 - Headquarters open
- 08:00 - Deadline for protests of the previous day
- 08:00 - Team leader briefing
- 09:00 - Transportation to Take off
- 10:45 - Meet Director / Task and Safety Committee meetings
- 11:15 - Pilots' briefing / Previous task official results / Task definition
- 12:00 - Take-off window opens
- 16:30 - Scoring office opens
- 18:00 - Safe landing report deadline
- 21:00 - Scoring office closes
- 21:30 - 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 competition is 100.

Entry Fee

The Entry fee will be:

- 50 Euros per pilot.

The entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days,
- Emergency rescue and first aid medical service
- Upload of turnpoint's GPS coordinates
- GPS tracklog download,
- Competitor and glider identification
- Color map
- ID card & safety/contact information,
- Lunch package, water,
- competition's souvenirs,
- Free access to all events and parties,
- Free internet (Wi-Fi) access at the HQ and Scoring Point

Refund policy

In the event of pilot withdrawing from the competition before 30th June 2013 and who cannot be replaced by a qualified pilot from that nation, a full refund will be offered. Cancellations received after this date will not be eligible for refund except at organizers discretion.

5. Insurance

The organizers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum **€100'000** must be presented to the organizers before the start of the championship.
- Valid paragliding competitions personal accident insurance. This must include repatriation to the country of origin, medical evacuation (helicopter) of minimum **€10'000** and medical treatment of minimum **€10'000** if necessary.

The organizer will not offer insurance for competitors at the competition.

6. Registration

Pre-registration of the pilots and teams must be done at the official web site:
<https://airtribune.com/linzhou2017/registration>

The official registration will be on Thursday, 25 May (9:00-19:00) at HQ. Entry Forms will be completed during the registration.

Each competitor will be requested to present:

- Proof of his/her Identity and Nationality.
- The competitors valid FAI Sporting License.
- Satisfactory evidence of glider airworthiness.
- Certificate of insurance as detailed.
- GPS and suitable cable for it.

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.

Attention!

The Safety briefing that will be held in the Competition headquarters on Thursday, 25 May (20:00) is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

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 or LTF 91/09. It is not permitted to modify the glider in any way different than 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 be checked. Pilot must give his glider for checking or comparing immediately upon any such request.

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 machine.
- 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 there is any doubt, their 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 2 events must fly with a **certified harness** to EN1651, LTF03 or LTF09. The harness must be equipped with a back protector certified to LTF09 or LTF03

All pilots must wear **certified helmets** to EN966 when flying.

All pilots must have serviceable rescue parachute when flying.

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 **436.175** MHz.
- Retrieval frequency is **436.700** 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. The pilots must stay in contact with the organizer at all the time 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 needed, send a fully equipped helicopter and/or ambulance.

10. Flying sites

Take-off: • Linlv Mountain International Flying site(N36°8' 56" E113°44' 2")
Height above sea level 1200m Relative height 850m Take off
direction E, SE, NE Helicopter landing space: at take off Car park
about 50 vehicles capacity Telephone cellular mobile only Toilets at
take off Distance from HQ 40km / 1H30 min paved road from HQ
Transport to take off by bus

Landing: • Linzhou Paragliding Club((N36°8' 57" E113°46' 10") The terrain is
high in the west, low in the east. Western landing are not allowed.

11. 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.

12. Launch

If necessary, an ordered launch method will be used.

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

Following Tasks: The competition ranking will be used. In any case, the top 6 male pilots and top 3 female pilots will have the right to enter the take-off area whenever they wish.

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.

13. Free flyers

Free flyers won't be allowed to take-off during the competition from 26th to 30th May, 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.

14. Task Advisory Committee and Safety Committee

The Task Advisory Committee will include 3 pilots and the Steward.

The Safety Committee will include 3 pilots.

Pilots of both committees will be elected at the Mandatory Safety Briefing.

15. 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,
- turn direction of the day,
- the minimum period of time that the launch window must remain open for the day to be considered valid, based on the number of launch points available with 30 seconds of safe launch conditions per competitor.

16. Maximum wind speed

No task will be set with an average wind speed above 6 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.

17. 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 radii will be shown on the task board.

18. Flight safety

Pilots must turn left on odd days and right on even days between launch and the start gate. 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.

19. Goal and end of speed section

The Goal will be virtual cylinder around the goal turn-point or virtual line at the goal turn-point and perpendicular to the last leg of the task. In case of Goal line – there will be physical line at the landing field for visual orientation. All pilots will have to fly across the virtual goal line or cylinder in order to complete the task. Completing the task will be checked only by the data stored in the pilot's GPS.

End of Speed Section (ESS) cylinder for safety reasons always will be at least 1 (one) km before the goal line/cylinder. For all pilots, the time at ESS will be the one stored in the pilot's GPS when he crosses the virtual ESS cylinder.

20. Stopping of a task

The Meet Director may stop a task according to Section 7A (3.5.3). 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. End time of the stopped task will be decided by the Meet Director and it will be at least 5 minutes before the announcement. Task will be valid if the end time is more than 60 minutes after the race start time.

21. Competition Parameters and Valid of a the task

1. Nominal Launch	96%
2. Nominal Distance	40 km
3. Minimum Distance	5 km
4. Nominal Goal	25%
5. Nominal Time	90 minuts
6. FTV	20%
7. Score-back time	5 minuts
8. ATTB factor	0.45 s/m

If there is a valid task yet, then:

- 1.if the number of the pilots flown is less than 50% of the present pilots at the tack-off,the task will be invalid
- 2.if the number of the pilots flied more than 5km is less than 30%, the task will be invalid.

22. Scoring

For scoring, the GAP 2016 formula will be used in combination with the FS scoring software. Scoring formula parameters will be published at the web site 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.

Team results will be the sum of the 2 best results of the team pilots for each task.

23. 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:

1. Observed by a meet official or by a nearby air marshal going into and disappearing into a cloud, and/or:
2. 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:
3. 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 – 0 points for the day.

2nd offence – disqualification from the competition.

24. 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 €50. It will be returned if the protest is upheld.

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class ... glider(made) (model) I will fly in the 2017 China Linzhou Paragliding Open, from 26th to 30th May 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

1. I am a participant in the 2017 China Linzhou Paragliding Open held at Linzhou, China from 26th to 30th of May 2017 (collectively, the "Competition"). I acknowledge that participating in the Competition or any other activity related thereto (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 Linzhou Paragliding Club, the property owners of the operation areas (including launch and landing areas), the Aero Sports Federation of China, the Federation Aéronautique Internationale and its Commission, 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 China. 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 Chinese 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 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 _____