



PRE
WORLDS
JULY, 27 - AUGUST, 4
Italy 2018



HANG GLIDING PRE-WORLDS – FRIULI VENEZIA GIULIA 2018

July, 27 – August, 4
Tolmezzo (UD) – Italy

LOCAL REGULATIONS

Organised by Aero Club Lega Piloti and Flyve

on behalf of Aero Club d'Italia

These local regulations are to be used in conjunction with the most recent versions of the FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7 Guidelines and Template
- Section 7A XC
- Section 7A CIVL GAP Annex
- Organisers Agreement

1. Contacts

Competition organiser:		
Aero Club Lega Piloti	Barbara Sonzogni	barbara@italy2019.com
Flyve	Bernardo Gasparini Suan Selenati	info@italy2019.com
Official website:		
General info	www.italy2019.com	
Pilots registration	https://airtribune.com/hg-pre-worlds-2018	

2. Officials

Event organiser:	Barbara Sonzogni – Bernardo Gasparini
Meet director:	Suan Selenati
Safety director:	Giovanni Rupil
Rescue coordinator:	Giovanni Rupil
Livetracking coordinator:	Elena Filonova (FAI-CIVL)
Weather forecast:	Suan Selenati
Transport and Retrieval:	Luigi Seravalli – Barbara Sonzogni
Scorer:	Antonio Golfari
Headquarters Coordinator:	Barbara Sonzogni – Bernardo Gasparini
Take-Off Marshal:	Trudy Craddock
Goal Marshal:	Marzio Lazzara
FAI Steward:	Mitch Shipley

3. Programme

General Schedule

Thursday, July 26, 2018

16:00 - 22:00 - Registration

Friday, July 27, 2018

08:00 - 09:00 - Official Registration

09:15 - Pilots leave to take off

11:30 - Pilots briefing at TO

12:00 - 17:00 Practice task

19:00 - Safety Mandatory Briefing

20:30 - Opening Ceremony

Saturday, July 28 - Saturday, August 4, 2018

Contest Flying days

Saturday, August 4, 2018

20:00 Prize-giving and closing ceremony

The hours are subject to change. Any changes before the start of the competition will be posted on the website and on Airtribune. After the start of the competition, changes will be announced by the Meet Director.

Daily Schedule

On competition days:

08:00 - Pilots briefing @ HQ

11:30 - Pilots' briefing / Previous task official results / Task definition

12:00 - Take-off window opens

16:30 - Scoring office opens

20:00 - Prize-giving of daily task winner

20:30 - Provisional results

The daily schedule is subject to change and changes will be announced by the Meet Director.

4. Entry

The maximum number of pilots in the championship is 150.

5. Registration

Registration opens from October 16, 2017.

Reference page for registering is <https://airtribune.com/hg-pre-worlds-2018/registration>

6. Selection

The first selection round will confirm the first two ranked pilots of any eligible country.

Pilots included in this first round of selection are asked to confirm their participation paying the entry fee

within March 05, 2018 – h. 23.59.

If after this deadline no payment is received, their status will be set on “waiting list” and the next ranked pilots will be selected, until reaching the maximum number of accepted pilots.

7. Entry Fee

- Regular entry fee is **350,00** euros (**300,00** euros for UNDER 30).
- Discounted entry fee: **300,00** euros (**250,00** euros for UNDER 30) if payment is done within **December 31, 2017**.

If any Team Leader wants to join the competition, he/she can register sending an email to the organisers (info@italy2019.com). The entry fee is 100,00 euros.

The entry fee includes:

- Event T-Shirt
- Packed Lunch (sandwiches, a fruit/sweet) and water each competition day
- Complimentary dinner
- Medical emergency service
- Opening and closing Ceremonies
- Open buffet during opening and closing Ceremonies
- Prize-giving Ceremony
- Gadgets and promotional items
- LT devices
- ID card with contact information

In case of no valid tasks, the organization will return to any participant part of the entry fee. The amount will be defined on the basis of the expenses afforded by organizers.

8. Payment

We are accepting Paypal payments and Bank Transfer.

PAYPAL PAYMENTS

On official website and on Aitribune event's page will be published the links to proceed with your payment (the amount includes Paypal charges).

BANK TRANSFER

Make sure that you pay ALL bank transfer charges and that you send us your bank transfer form by email to info@italy2019.com.

Don't forget to mention “your name & HG Pre-worlds 2018” as Description of your transfer to track your payment.

Our bank coordinates are:

Bank name: FriulOvest Banca Credito Cooperativo

Account owner: Flyve srl

Payee address: Via Villa 123 – 33090 Travesio (ITALY)

IBAN Number: IT12E0880564900007003101546

BIC Code (Swift Code): CCRTIT2TFOB

9. Documents and Insurance

As expected for the national competitions of free flight and according to the FAI / CIVL requirements, for international competitions recognized in the FAI Events Calendar - Category 2 – the following **MANDATORY** documents must be submitted upon registration:

- National pilots License
- FAI License Class O
- Receipt of Entry Fee payment
- Third Party Liability Insurance (Insurance number and Insurance Company)

Note: All documents must be valid and written in English.

10. Equipment

All equipment must comply with Section 7A-4 and 8, and CIVL GAP.

Helmet

The use of certified helmets is MANDATORY.

Radio

For safety purpose, to have a LPD and/or VHF radio, tuned on the frequencies set by the organizers is HIGHLY RECOMMENDED. Each pilot must communicate while registering the radio frequency he/she will use during the competition.

Phone

Pilots are required to carry a GSM telephone (we suggest pilots to use unlocked quad band GSM cell phones and purchase a local prepaid SIM card).

Communication via WhatsApp or SMS between organization and pilots will be the first method for reporting back and giving retrieve coordination.

Contest numbers

The organizers will provide the competition numbers to be attached to the helmet, on its right side. It is not allowed to have a second number on the glider besides the official competition number.

11. Take-off sites and landings

See:

["http://www.italy2019.com/en/area-di-volo/"](http://www.italy2019.com/en/area-di-volo/)

and

["https://airtribune.com/hg-pre-worlds-2018/info"](https://airtribune.com/hg-pre-worlds-2018/info)

for all details

In case of particular weather conditions flight tasks could be taken in **Slovenia** and **Austria** and can be used take-offs and goals in both countries.

For this reason, pilots are asked to always carry with them their valid identity cards and passports while flying the tasks.

12. Launch

Launch Window

For the task to be valid, the launch window must be open for at least 45 minutes.

Wind Speed at Launch

The maximum wind speed in which a task shall be flown is 38 km/h of constant wind and gusts up of 45 km/h, measured on the ramp at man's height.

Take-Off Procedures

The take-off procedure from each launch site can be executed on parallel ramps, each one with its corresponding assigned area for glider assembly and launch lanes. The first 6 positions are reserved to Task and Safety Committee.

Ordered Launch

Ordered launch will be used throughout the Competition, on the following manner:

- 15 minutes for Early Birds followed by...
- On first day the top 30 from the registered pilots from the WPRS (July 1st update) in reversed order, followed by all other pilots in normal WPRS (July 1st update) order.
- On all other days: the top 30 pilots from the overall results in reversed order followed by the other pilots in normal order.

All pilots must be ready to launch and in their ordered position in the launch queue or will be placed at the back of the queue and will launch last in their launch line.

The launch order will be confirmed and posted on the official board at the launch site every day. Positions to assembly gliders will be marked by corresponding numbers on the ground.

Push System

The push system may be used according to Section 7A – 3.3.6, at the discretion of the Meet Director (after consulting with the Safety Committee) depending on the day's conditions at the take-off ramps. The allowance or not of the 'push' system will be informed on a day-by-day basis, at the Pilot briefing/Task briefing.

Early Bird

The number of Early Birds allowed for any given day is 10.

Any pilot outside the top 30 may request an early bird launch at the daily briefing each morning. If more than 10 pilots make requests to be in the early bird launch on any given day, there will be a random drawing at the end of the daily briefing to choose the 10 early bird pilots and their launch order, otherwise only launch order will be drawn.

Any pilot in the early bird launch that is not ready to launch or chooses not to launch in his early bird position must go to the back of its assigned launch line (not to his original launch position outside the early bird period).

No Pilots Willing to Launch

When the pilots in the front of the line are not willing to launch, the Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed'.

Entering Launch Lanes

Pilots shall enter the launch lanes only when completely ready to fly. At no stage is a pilot permitted to launch without a pre-flight check and permission from the launch director/marshal at his/her lane. Staff members will be in the start lanes to carry out checks, which all pilots must allow them to do.

Relaunch

There will be no relaunch. Competitors will be allowed only one take-off a day.

13. Turn direction

Mandatory turn direction until the Start Gate will be defined as follows: odd tasks to the left, even tasks to the right.

Turn Direction exiting waypoint cylinder

For safety reasons, Meet Director can decide the Turn Direction pilots must use to exit the Turnpoint cylinder.

14. Airspaces and Other Restrictions

Notams will be issued for this event from Italian and Slovenian Air authorities, assuring a safe airspace to all pilots involved.

Austrian Air authorities are informed about our activities.

Precise information will be explained during Mandatory Safety Briefing, and informed every day on the task board.

15. Safety Issues

Pilot Reporting of Safety

According to Section 7A – 8.7.

Pilots may report directly to the Meet Director.

Report Back and Sign Out/Landing Forms

In the interest of safety, all pilots landing out of goal should report back, within 15 minutes of their landing, via cell phone voice, message, WhatsApp. Pilots landing on goal should report to the Goal Marshal.

After the report back deadline time stated on the task board, an emergency might be declared with search and rescue initiated at the cost of the 'missing' competitor. Penalty points may be applied for failure to follow this report back rule.

Every pilot is encouraged to fill out the Safety Form provided by the organizers.

Medical Services

Throughout the competition an ambulance and mountain rescue will be available at take-off and goal areas.

A specific rescue application will be used and it is MANDATORY that all pilots download it on their phone.

Application use will be explained during Mandatory Safety Briefing.

16. Live-tracking

The organization will use CIVL live tracking system (Flymaster BlueFlex360).
According to Section 7A-4, public display delayed will be the minimum allowed.

17. Scoring

For scoring will be used the latest CIVL GAP formula in combination with the FS scoring program.
GPSDump will be used for track download and waypoint upload.

The primary source of scoring is Live Tracking.

To be considered valid, back-up GPS track logs must comply with the current requirements in Section 7A-4.
Any other source can be used as back-up, only if agreed by the Meet Director.

The GPS map datum is WGS 84 and the coordinate format to be used is UTM.

GAP Parameters will be set at:

- Nominal Launch: 96%
- Nominal Distance: 70 km
- Minimum Distance: 7 km
- Nominal Goal: 30%
- Nominal Time: 1:30h

18. Penalties

According to Section 7A – 6, except otherwise stated here.

Specific penalties will be at the discretion of the Meet Director.

Flying without a Live Tracker or turning it off in flight

1st offence: 300 points.

2nd offence: zero for the task.

Early Start

According to GAP document.

Failure to report back

1st offence: Warning and take-off as last pilot in his/her lane the day after.

2nd offence: zero for the task.

Altitude Limit Infringement or Airspace Intrusion

Between 70 to zero meters outside the prohibited airspace: Linear from zero to ten percent of pilot's points;

Between zero to 30 meters inside the prohibited airspace: Linear from ten to 100 percent of pilot's points;

Note: Vertical airspace violations are checked by barometric altitude and horizontal violations are checked by GPS positions.

19. Complaints and protests

As per General Section and Section 7A-7.