



22th FAI WORLD HANG GLIDING CLASS 1 CHAMPIONSHIP
FRIULI VENEZIA GIULIA – ITALY
13 – 27 July 2019
Tolmezzo (UD) – Italy

LOCAL REGULATIONS

Organised by

Organised by
Aero Club Lega Piloti

on behalf of
Aero Club d'Italia

Aero Club
LEGA PILOTI



In collaboration with

flyve

V2 – Approved by CIVL – February 3rd, 2019

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 Annexe
- Organisers Agreement

1. Contacts

Organising NAC: Aero Club d'Italia
Competition organiser: Aero Club Lega Piloti
Barbara Sonzogni barbara@italy2019.com
Bernardo Gasparini info@italy2019.com
Giovanni Rupil safety@italy2019.com

Official website:
General info www.italy2019.com
Pilots' registration airtribune.com/hg-worlds-2019

2. Officials

Event organiser: Barbara Sonzogni – Bernardo Gasparini
Meet director: Luigi Seravalli
Safety director: Giovanni Rupil
Rescue coordinator: Giovanni Rupil
Live-tracking: Fabrizio De Lorenzi
Weather forecast: Damiano Zanocco
Scorer: Antonio Golfari
Doctor: On daily basis
Headquarters Coordinator: Barbara Sonzogni – Bernardo Gasparini
Take-Off Marshal: Trudy Craddock
Goal Marshal: Marzio Lazzara
Public and Press Relations: Pasquale Santoro – Matteo Giordano
Photographs, videos: Stefano Lizier
Social Events: Chiara Aviani – Daiana Termini
FAI Steward: Mitch Shipley(USA)
FAI Jury President: Andy Cowley (GBR)
FAI Jury Members: Jamie Shelden (USA) – Stéphane Malbos (FRA)

3. Programme

Official Registration: 13/07/2019 – 9 a.m. – 5 p.m. – @HQ Tolmezzo
Opening Ceremony: 13/07/2019 – 7 p.m. – Tolmezzo
Team Leader Briefing: 14/07/2019 – 8:00 a.m. – @HQ Tolmezzo
Mandatory Safety Briefing: 14/07/2019 – 9:00 a.m. – @HQ Tolmezzo
Official Training Day: 14/07/2019
Contest Flying Days: 15/07–26/07
Complimentary Dinner: To be defined
Prize-giving & Closing Ceremony: 27/07 – 11 a.m. – Tolmezzo

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 at the Team Leader Briefing and posted on the official board at the headquarters.

4. Daily Schedule

On competition days:

8 a.m.:	Headquarters open
8:30 a.m.:	Team Leader Briefing
9 a.m.:	Transportation to take off
10:30 a.m.:	Task and Safety Committee briefing
11:00 a.m.:	Pilots briefing/Task briefing
12:00 a.m.:	Take-off window opens
5 p.m.:	Scoring office opens
9 p.m.:	Provisional results published printed @HQ and published on Airtribune event's page

The hours are subject to change.

Any changes to the schedule before the start of the competition will be posted on the official website and on Airtribune event's page. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders' briefing.

5. Entry

The maximum number of pilots in the championship is 125.

The maximum number of pilots constituting a national team is 6.

The maximum number of pilots that may be entered by a NAC is 10.

6. Application to compete

Eligibility to compete and exceptions to pilot qualification requirements.

According to Section 7A – 2.

The ranking reference date for qualification criteria, nation priority table and allocation is March 2019, ranking published on 1/4/2019.

Applications must be made through Airtribune starting from 01/01/2019 and finishing on 12/04/2019.

NAC's are invited to submit applications for pilots in high enough number, so they can be included in case of extra allocation rounds.

Screening Committee

According to Section 7A – 2.

Members: To be appointed.

7. Allocation and Payments

Allocation will be done according to Section 7A – 2.

Will be allocated only pilots qualified by their NAC.

The first allocation round will be made and results published on the official website on April 13, 2019.

The entry fee payment process will start on April 13, 2019.

Confirmation of payment transfer must be sent to the organisers by email before May 13, 2019.

Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline, the team allocation table will be updated. Any unpaid places will be reallocated.

The final allocation will be made on May 15, 2019, until a total of 125 pilots are reached or no more applications remain.

The deadline for the final payment will be June 7, 2019.

For any late payment, a supplementary fee of 50 euros will be applied.

Between May 15, 2019, and the beginning of the competition, if any spot becomes open because of cancellation or for any reason, the spot will be offered:

- First to a pilot of the same NAC.
- Second to a pilot of another NAC (in the order of the WPRS nation ranking, starting where the second allocation round finished).

8. Entry Fee

The entry fee will be:

- 500 Euro per pilot.
- 200 Euro per team leader/assistant.
- Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The entry fee includes:

As a minimum:

- Map of the contest flying area with waypoints (A3)
- ID Card & Safety/Contact information
- Contest numbers
- Upload of turnpoints with GPS coordinates
- GPS track-log download
- Live-Tracking
- Competitor and Glider identification
- Packed Lunch and water
- Event T-shirt and other gadgets
- Free access to all Championship events and parties
- Free Internet (Wi-Fi) access at the HQ
- Emergency rescue and first aid medical service
- Complimentary dinner

Entry fee for Italy and the Czech Republic are to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH — 1002 Lausanne

Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for the:

- 22nd FAI World Hang Gliding Championship ID 11287 and state the member NAC.

All other entry fees are to be paid to the following bank account:

Account Name: Flyve srl

Bank Name: FriulOvest Banca Credito Cooperativo

Swift Code: CCRTIT2TFOB

Account Number: IBAN IT12E0880564900007003101546

Current account.

Please indicate CIVL IDs of all the pilots you are paying for.

Refund policy

If a pilot withdraws from the competition before 28/06/2019 and cannot be replaced by a qualified NAC-nominated pilot from that nation, a full refund will be offered, minus 150 Euro for administration costs.

Cancellations received after this date will not be eligible for a refund.

9. Registration

Registration will be done according to Common Section 7– 5.

Online FAI Sporting License is mandatory for all pilots.

Entry forms will be completed, checked and signed.

In order to speed-up the process of registration, the Team leaders can prepare and communicate the required documents to the organiser before the official registration.

Each competitor will be required to present:

- Proof of identity.
- A helmet certified to the EN966 (HPG), EN1077-A and –B (Snow Sports), ASTM 2040 (SnowSports) or Snell RS98.
- Sprog setting measurements in writing for comparison with the figures produced by the sprog measuring team.
- One 3D GPS with the make, model and serial number available. 3D backup GPS is strongly recommended.
- Certificate of insurance covering public liability risk (with English translation if needed).
- Certificate for personal accident/hospitalisation/repatriation (with English translation if needed).
- Pilots' and assistants' mobile telephone numbers.
- Liability waiver properly filled out and signed (see Section 7 template).

Each competitor will be requested to sign:

- Waiver declaration (agreement on release of liability).
- Certified glider statement.
- Entry form.
- Pilot experience declaration.

10. Insurance

Following insurance is needed in order to participate in this event. Appropriate documentary proof in English will be required at registration showing valid:

- Insurance covering public liability risk to the value of at least €100,000 (one hundred thousand euro) must be presented to the organisers at registration.
- Individual Accident insurance covering hang-glider specific activities outside the pilot's country of residence.
- Medical treatment coverage of at least 10,000 (ten thousand euro).
- Medical (helicopter) evacuation of at least 10,000 (ten thousand euro).
- Repatriation coverage.

Corresponding insurance will not be offered on site.

It is solely pilot responsibility to provide above listed insurance during the official registration.

11. Equipment

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

Radio

According to Section 7A – 4.5.3

Radios (2m band) are mandatory. It is mandatory that pilots and their team leaders monitor the safety frequency during all tasks. Voice activated microphones (VOX operated) are prohibited.

Using a previously announced team frequency is allowed as long as the pilot's radio permits monitoring of this team frequency while simultaneously receiving broadcasting on the Safety Frequency.

Contest number

According to Common Section 7 – 5.2.4

Additionally, organisers will supply numbers to be placed on top of the control frame down bars.

Provided numbers will also be placed to the helmet, on its right side.

12. Take-off

As described on Competition official website and Airtribune event's page.

13. 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 30 km/h of constant wind and gusts up of 40 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, in the following manner:

15 minutes for Early Birds, followed by:

- On the first day the top 30 from the registered pilots from the WPRS 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.

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 HQ 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 earlybird launch at the daily briefing each morning. If more than 10 pilots make requests to be in the earlybird launch on any given day, there will be a random drawing at the end of the Team Leader daily briefing to choose the 10 earlybird pilots and their launch order, otherwise only launch order will be drawn.

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

Re-launch

Competitors will be allowed only one take-off a day.

14. Airspaces and Other Restrictions

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

Austrian Air authorities are informed about our activities.

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

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.

15. Safety Issues

Pilot Reporting of Safety

According to Section 7A – 8

Pilots are requested to report through their Team Leader. The Team Leader will report them to the Meet Director.

In the case where the Team Leader is not present or unreachable, the pilot may report directly to the Meet Director.

Sprog settings

A hall will be available for teams to do their own sprog measurements or use it for other glider repair/settings. The hall will be available from 13/07/2019 until 26/07/2019 (inclusive).

Report Back and Sign Out/Landing Forms

In the interest of safety, all pilots landing out of the goal should report back, within 15 minutes from their landing, using the Live-Tracking device or via mobile phone voice, message, WhatsApp and Telegram. Pilots landing on goal should report to the Goal Marshal.

After the report back deadline time stated on the taskboard, 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 organisers.

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 all pilots must download it on their phone. Application use will be explained during Mandatory Safety Briefing.

16. Task setting

Task Advisory Committee

According to Common Section 7– 4.

It will include the steward and 3 pilots.

Safety Committee

According to Common Section 7– 4.

It will include 3 pilots.

There will be no “goal” specific rules.

Competition area is both flatland and mountain, within the North Italian Alps.

Goal line, virtual or physical, as well as a goal cylinder, may be used as a goal sector in this comp.

17. Free-Flyers

According to Common Section 7–8.

Free-flyers will not be allowed to launch from 45 minutes before the window open until 30 minutes after the window close time

18. Live-tracking

The organisation will use CIVL live tracking system (Flymaster BlueFlex360).

According to Section 7A–4, public display delayed will be the minimum allowed.

19. 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

GAP Parameters will be discussed at the first Team Leader Briefing.

20. Penalties

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

- Flying without a Live-Tracker or comprise its functionality or turning it off in flight
 - 1stoffence: 300 points.
 - 2ndoffence: zero for the task.
- Failure to report back.
 - 1stoffence: Warning and take-off as last pilot in his/her lane the day after.
 - 2ndoffence: zero for the task.

21. Complaints and protests

As per General Section and Section 7A–7.

Deadlines for complaints

If the provisional results are published before 10 p.m., complaints must be submitted before 8:30 a.m. the next day.

If the provisional results are published after 10 p.m., complaints must be submitted before 12 a.m. the next day.

The time of the publication of results is the time the results are posted on the official board at headquarters. Results will be systematically published on the official website and/or Airtribune event's page before they are posted on the official board.

Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day.

For the last competition task, protests must be submitted within 1 hour of the result of the complaint being published on the official board at the headquarters.

The protest fee is 50 euros.

Team Leaders are encouraged to read Common Section 7–14 before making a complaint or a protest.

22. Rest Days

As per Section 7A–3.9.

A flying day is defined as a day when a team leader briefing is held and pilots travel to the take-off regardless of whether any pilot starts a task.