

ARCUS CUP 2019 (FAI 2) LOCAL REGULATIONS

Competition goal: to promote paragliding sport in Lithuania.

Competition TO: Valkininkai 54.377654, 24.846590;

Sasnavo 54.664204, 23.454963;

Alytus 54.415997, 24.055682.

Competition HQ: Aukštakalnio Sodyba 54.355023, 24.573260;

<https://www.facebook.com/aukstakalniosodyba>

Competition date: 2019 08 15-2019 08 18

Competition organizer: club „ARCUS“

Competition personnel:

Meet Director: Jevgenij Blocha

Office: Greta Boliaku

Flights Director: Jevgenij Blocha

Safety Director: Jevgenij Blocha

Chief Judge: Juozas Kaunas

Launch Marshal: Jevgenij Blocha

3 Pilots Committee will be elected during competition.

Preliminary Schedule

Schedule may be adjusted due to weather conditions.

Day 1 (08.15):

07:30 Registration begins.

09:00 Registration ends.

09:00 Briefing at Competition HQ.

09:30 Departure to take off.

11:30 Briefing at launch site, task announcement.

12:00 Start window open.

17:00 Start window closed.

18:00 Finish window closed.

20:30 GPS TrackLogs delivery deadline.

21:30 Dinner.

Second day and third day (08.16, 08.17):

07:30 Breakfast (tea/coffee, snacks).

08:30 Departure to take off.

10:30 Briefing at take-off, XC-task setting.

11:00 Start window open.

17:00 Start window closed.

18:00 Finish window closed.

20:30 GPS TrackLogs delivery deadline.

20:30 Dinner.

Fourth day (08.18):

07:30 Breakfast (tea/coffee, snacks).

08:30 Departure to take off.
10:30 Briefing at take-off, XC-task setting.
11:00 Start window open.
16:00 Start window closed.
17:00 Finish window closed.
19:00 GPS TrackLogs delivery deadline.
19:30 Closing ceremony, awards.

Competition Regulations

Competition regulations are based on and follow Section 7 of the FAI Sporting Code and Lithuanian Flatlands League (further referred to as LLL) regulations. Protests and disagreements are resolved by order defined in these rules, FAI Sports Code Section 7 and LLL regulations. In case of information conflict, the rules priority is considered as follows 1) FAI Sporting Code Section 7, 2) LLL regulations, 3) local regulations.

Participation

Number of pilots limited to 45 + 5 „wild cards“.

Pilots compete individually.

Categories:

- Overall (EN-A, B, C, D, CCC).
- Women.
- Sport (EN-A, B, C).
- Standard (EN-A, B).

Requirements for competitors

Competitors must hold a valid license (ParaPro3 and up), take part in briefings and follow to instructions of Meet Director, Take-off Marshal and Judges. To get FAI competition points, FAI sport license is required. Competitors must have airworthy flying equipment which corresponds to their skill level, reserve parachute, helmet, tow release, working radio equipment and GPS device. XC results will be valid only if presented with GPS device. Only certified gliders allowed.

Entry and take-off fees

Entry fee – 80 EUR.

Entry fee includes:

Pilots' pick-up (16-seat bus + 2 buses of 9-seat).

Lunch box.

Souvenir – T-shirt.

Third part liability insurance.

Camping facilities (WC, shower, electricity, etc.).

Dinner on Thursday, Friday and Saturday.

Breakfast snacks, coffee, tea.

Competition awards and prizes.

Take-off fee is not included in entry fee. Take-off fee (350m) – 5 EUR/launch.

Take-off: by stationary tows.

Registration

Obligatory pre-registration at web page <https://airtribune.com/arcus-cup-III/registration> , pilots must personally present a valid license, confirm their data with signature at HQ.

1. Pilots with the HIGHER FAI RANKING have the priority to participate in the competition.
2. Pilots registered until 2019.08.08 (8th August) are placed to the waiting list.
3. The organizers choose first 45 pilots according to the first criteria and ask them to pay the entry fee until

2019.08.13 (13th August). These pilots are placed to waiting for payment list.

4. Pilots who have not been chosen stay in the waiting list.

5. Pilots who pay on time are placed to the confirmed list.

6. Pilots who fail to pay entry fee by registration deadline time, the places are transferred to the pilots in the waiting list and ask them to pay entry fee at registration in competition headquarters.

7. 25% of places are reserved for foreigners. Maximum number of non-Lithuanian pilots – 12.

8. Plus 5 wild cards are reserved at the disposal of the Organiser.

Take-off order

Determined by Chief Judge and controlled by Launch Marshal. The First day launch order will be determined at registration, +20 places rotation will be applied on each following day.

Pilots can have multiple launch attempts during take-off window open.

Tasks

XC tasks: elapsed time to goal, elapsed time to goal with turn points. The task will be determined by Chief Judge and Pilots Committee before take-off window open.

Scoring

Scores will be calculated with GAP 2018 formula and FS software. The best attempt of the day will score.

Task validity

The task is valid if two participants fly distance over minimum. Nominal distance, nominal time and minimum distance will be announced at take-off briefing.

Competition validity

Competition is valid with at least one valid task.

Limitations

The wind speed limit is 7m/s.

In case of unsafe conditions, the Chief Judge has the power to close the window or cancel the task.

Protests

Must be given to the Chief Judge in written, indicating the reasons and violated rules. The protest deposit is 50 EUR which is returned in case the protest is upheld. In case the protest is denied, the deposit is kept for the competition budget.

Liability

The pilot is personally responsible for his actions and equipment and he confirms this by his signature at HQ registration.

Penalties

Pilots that fly closer than 20m vertically or horizontally to prohibited/restricted airspace will be penalized for every meter (vertically or horizontally) by removing 2 percent per meter of current day task scored points.

2nd offence: disqualification from the competition.

Cloud flying.

1st offence: zero for the day. 2nd offence: disqualification from the competition.

Disqualification

A pilot might be disqualified and removed from competitions at any violation of these regulations or other laws, or any other non-sportive behavior. A pilot might be disqualified and removed from competition if he poses a risk for his or other persons safety, or he appears to be under influence of alcohol or drugs. The decision to remove a pilot is taken by the organizers.