



AKSARAY PRE PWC  
SUPERFINAL TEST  
2019



2019 AKSARAY PRE-WORLD CUP–SUPERFINAL TEST  
AKSARAY – TÜRKİYE

**LOCAL COMPETITION RULES**

**Name of the Event:**

2019 AKSARAY PreWorld Cup – SUPERFINAL TEST

**Location:**

AKSARAY - TÜRKİYE

**Dates:**

25<sup>th</sup> – 31<sup>st</sup> August, 25<sup>th</sup> of August is the official registration day.

**Objective:**

The objective of this competition is to provide environment, which is safe, fair and satisfactory.

Following this principles, best pilots will be declared as winners of the event.

Purpose of this event is to establish ties between pilots and nations.

**Event Schedule:**

Sunday, August 25<sup>th</sup>, 2019 is the registration day and free training day

Transport to the take off will be free of charge and retrieve service will be provided on the designated route.

10:00 - Official training day

16:00 - 19:00 - Registration

19:30 - Safety Briefing

Venue: - HQ

Monday, August 25<sup>th</sup>, - Saturday, August 31<sup>st</sup>, 2019

Contest flying days:

08:00 – 09:00 - Breakfast

09:30 - Departure to Take Off

11:00 - Task and Meteorology Briefing

19:00 - Deadline of Gps Download

Saturday, August 31<sup>st</sup>, 2019

- 16:00 - Deadline of Gps Download
- 16:30 - Provisional Results
- 20:30 - Closing Ceremony / Prize Giving

Event schedule is subject of change according to the local circumstances

Changes of the typical daily schedule will be announced by all of the official communication means in this competition.

**Organisation:**

General Organizer:

Abdullah Kahraman

Competition management

Competition Meet Director : Goran DIMISKOVSKI  
Take off Director : Tecelli AYDIN  
Report Back Director : Burcu TUR  
Retrieve Director : Burcu TUR  
LT Manager and Scorer : Ivan LUKANOV  
World Cup Observer : Martin Jovanoski

**Event sanctioning category:**

Event is sanctioned as **FAI 2<sup>nd</sup> CAT.**

**Task setting and Safety Committees**

The Task committee will be appointed by the organizers  
Task committee will be composed of PWCA Observer and 2 pilots with sufficient local knowledge and the Meet Director.

Safety Committee consist of 2 pilots and will be selected by pilots upon registration day.  
These committees will be announced during the general briefing and general announcements at the announcement board.

It is mandatory to respect the organization, which will be responsible for the sportive and safety aspects of the competition.

Please respect the schedules and previously announced timeframe (Briefing, Transport, Report Back).

Failure to follow the announced timings might lead to a penalty.

**Rules:**

FAI Sec.7 rules will be applied in this competition.

PWC 2019 scoring formula will be implemented.

Scoring parameters will be announced at the mandatory pilots briefing.

Flying with a live tracker is mandatory,  
Flying without Live Tracker will result with 0 points for the day.

Flight verification will only be done through GPS devices.

Primary scoring devices are Flymaster Trackers.  
(Live Trackers will be provided by the organization)

All competitors must bring the cables for their GPS's.

**Scoring Categories:**

- Individual Trophies:
  - Overall category
  - Female category
  - Sports Class (up to enC) category

- Team Trophies:

Teams:

Each team should consist of 3 male and 1 female pilots , 4 pilots in total.  
Smaller teams will be accepted.

Team entry fee is 30eur.

A minimum of 3 team entries are necessary for team ranking to be valid.

Team scoring:

The best 2 pilots' in the team scores per task will be accounted as a daily team score. Once the comp. begins, number of pilots and teams may not be altered.

Naming of the team:

Names of the teams must be approved by the general organizer.

Preferable format of the team name is: country followed by number, paragliding club name, paragliding manufacturer name or similar.

Names of the teams reflecting non-sportive character will be rejected.

**General safety:**

Radios are mandatory.

VHF frequency will be used during the competition.

VOX usage is strictly prohibited.

All pilots must fly on the Safety frequency of **144.850** (subject to change).

After landing, pilots must immediately switch their radios to the retrieve channel of **144.650** (subject to change).

No obstacles will be present at the designated landing areas.

In case of the landing out of designated goals in this comp,, please make sure that there are no obstacles like high voltage or electric wires.

**Report Back:**

**Safety report back is mandatory for all pilots.**

Telegram app together with Flymaster Trackers will be used as primary safety report. This will enable the organizing team to perform frequent safety checks and to avoid unnecessary rescue actions.

All pilots must **report back in person** to the HQ and bring back the live tracker, for safety purpose.

Fellow pilots can not report back for a pilot.

Failing to bring pilot's personal Live Tracker by the pilot himself, in the HQ of the comp immediately after a pilot has been retrieved will be penalized with a -100 points for the first offence.

Second offence will be penalized by the 0 points for the day.

Next offence will result in a disqualification from the event.

### **Task Cancelling:**

Task cancelling will be announced on the safety frequency.  
Only the meet director is authorized to make this announcement.

Once the task has been stopped or cancelled, it is a mandatory to land immediately in the safe manner. It is not allowed to continue to fly after the announcement has been made on the safety frequency.

Failing to land in a safe manner immediately after the task has been stopped or cancelled will lead to a penalty:

First offence -100 points for the day.

Second offence = points for the day.

Third offence – disqualifying from the event.

### **Emergency:**

In case of an emergency situation, ambulance and rescue team will be sent into action.

False alert is endangering the complete field of pilots and may be a subject to a penalty at a MD's discretion.

### **Cloud flying:**

Cloud flying is dangerous and will be penalized.

If pilots inform in written form about pilot(s) in cloud, track logs will be checked against other in proximity.

**Only complains pointing at a precise time of the incident will be processed.**

Pilots determined as cloud flying will receive penalty as per FAI Section.7.

Procedure:

It is a responsibility of the pilot not to reach the cloudbase at any point of the competition task.

If cloud suck is unavoidable **due to the safety reasons** - continue flying towards the next turnpoint.

Once out of the cloud, be sure to reach point of no advantage.

**Point of no advantage is a point which is lower than any of the pilots in the vicinity of the pilot who performed a cloud flying previously.**

**MD has a power to determine the point of no advantage.**

Violations will be treated on one by one basis.

**The organizer may use other pilots' track logs, video footage or any other evidence in order to determine cloud flying.**

#### **Thermalling at take off area:**

Airborne pilots must leave the takeoff area, in order to allow other pilots on ground to safely take off.

Pilots thermalling close to take off and not leaving the area in a sufficient amount of time to do so, **may receive penalties or disqualification.**

#### **Helping other pilots at emergency situations:**

Pilots assisting in a potential emergency situation, may be awarded with additional points for that task. The method or amount of compensation points for the assisting pilot will be determined by the MD.

#### **External Support:**

Any help from non-competitors, in terms of guiding from the ground, sharing flight information with other pilots, intentional indicatinc of the thermal spots once the task has been completed, are strictly prohibited. External radio communication is forbidden.

All pilots may fly on the safety frequency at all times.

#### **Penalties:**

Penalties will be applied according to the CIVL section 7A except in the case when this LR does not state a different penalty for the respective offence.

#### **Complaints and Protest:**

As per Section 7 A

If provisional results are published before 10:00 pm, the complaint deadline is 8:30 am the next day.

If provisional results are published after 10:00 pm, the complaint deadline is 10:30 am the next day and at least 4 hours after the publication of the provisional results.

Complaints will be received only by the MD, in written English and within the above stated timings.

**In a case when track logs need to be analyzed, complaint must contain the exact timing of the incident in question.**

The protest fee is €50.

- **Weather forecast**

Meteo situation will be announced daily at the task briefing.

Length/Duration of the task will vary according to the weather condition. Pilots will be informed during the daily task briefing and while the competition task is running, about the changing weather conditions promptly. Please observe the weather changes. All of the parameters defining the task for the day will be determined according to the current weather conditions.

**Transport to takeoff:**

The organizer will arrange all of the local transportations related to the competition task for any given day in the competition.

**Turnpoints:**

The only valid waypoint file and waypoints are the ones that are physically uploaded to the pilots' instruments during the official registration.

**Time GPS Formats:**

The official competition time is GPS local time: GMT +3 .

The GPS coordinate format used in this event is UTM.

The map datum for this event is WGS 84

**All distance calculations are based on the ELIPSOID model.**

Tolerance on cylinder measurements is 0.1 %

- **Take Off**

The meet director can close the take off for safety reasons.

Maximum extension time of the declared window opening time is 30min.

Pilots might be allowed to take off before the official window opening time. MD will announce the possibility to take off earlier than the official window opening time after the task briefing has been completed.

If the pilot decides not to take off for that task, he/she must inform the Meet Director



before the opening of the takeoff window.

Re-launch is not allowed.

**Competition Days:**

This event consists of 6 task days.

**Maximum number of competitors:**

The maximum competitors are limited with 120 pilots.

**FAI license check:**

The licenses will be checked with the FAI database.

**Web Site:**

Official web site is prepared in English.

<https://airtribune.com/presuperfinal2019/blog>

**Insurance:**

All competition pilots must have an insurance, medical and third party liability. Failing to possess an appropriate insurance for this event may lead to disqualification.

All pilots must declare the validity of their insurance to the hospitals in Aksaray area and Turkey. Organization will rely on the pilot's declaration and assume that the relevant insurance company will cover all ambulance, helicopter rescue, hospital treatment and repatriation costs.

It is a pilot's own responsibility if he is not in a possession of all of the insurances needed in order to participate in this event..

**Timings: stopping or cancelling the task:**

Score back time is 5 min.

Validation time is 1.05 h.

**After landing:**

All pilots must fold their canopies after landing. Open canopies will mean emergency situation.

Pilots must switch their radios from safety channel to the retrieve channel.  
Report back is mandatory by Telegram app, Flymaster Tracker or SMS.  
Retrieve vehicles will pick up pilots from the designated main roads.

We wish for a safe and fair competition.

Pre World Cup Aksaray 2019 – Superfinal test Event Organizers Team