

COMPETITION RULES

INTERNATIONAL PARAGLIDING CHAMPIONSHIP ***Pre PWC Santiago & FAI2 Chilean Open 2019*** **November 2019**

I.- INTRODUCTION

- 1.1. This Regulation establishes the rules and procedures applicable to the international paragliding championship "Pre PWC Santiago & FAI2 Chilean Open 2019".
- 1.2. Where no specific mention is made, or in the case of conflicts of interpretation, refer to the Sports Code of the International Aeronautical Federation (FAI) Section 7 and General Section. Only the Meet Director has the power to decide on the problems that may arise from these regulations.
- 1.3. Pilots must be familiar with the provisions contained in these Regulations. Protests based on ignorance of the Regulation will not be admitted. By enrolling in the Championship, the pilot accepts all the rules without restrictions.

II.- GENERAL INFORMATION.

2.1 CHAMPIONSHIP WEB ADDRESS: <https://airtribune.com/prepwcsantiago2019/info>

2.2. LENGHT OF THE COMPETITION

1. The championship consists of a training and registration day, which will be on November 23, followed by 7 days of competitions, from November 24 until 30th.

2.3 TRAINING DAY

Training Day will take place before registration is completed. Therefore, the live tracking system and the rescue and security teams will not be available. This is a day of free flight and the organization will limit itself to facilitating the transport to take off and eventually to some limited rescue service.

2.4. CONDITIONS TO PARTICIPATE

- 2.4.1. Every registered pilot must have at least 02 years of experience or the level necessary to participate in the Championship and a valid certification granted or recognized by the General Directorate of Civil Aviation (DGAC) and or license of the International Aeronautical Federation (FAI).
- 2.4.2. Participating foreign pilots must present their FAI license, and a valid license, granted by the competent authority of their respective country.

2.5. NUMBER OF PARTICIPANTS

The maximum number of participants is 100 pilots.

2.6. TITLE AND CLASSIFICATION

The title of the championship is "*Pre PWC Santiago & FAI2 Chilean Open 2019*" or indistinctly for this Regulation "*Pre PWC and Open Santiago 2019*", valid for the Chilean national ranking and gives score for the world ranking, category FAI 2.

2.7. REGISTRATION METHOD

A driver who wants to participate in the championship must enter their registration directly on the championship website. Registration is confirmed with the payment of the registration fee.

2.8. REGISTRATION FEE

The rate includes:

- Transportation to the places of flight.
- Rescues
- Lunch Pack
- T-shirt
- Dinner
- Awards

2.9. ID NUMBER AND GPS LOAD.

2.9.1. The pilot identification number will be assigned by the event organizing committee and the GPS will be loaded with the list of waypoints in the area and pilot number.

2.9.2. It is the responsibility of the pilots to verify the correct waypoints load on their instrument.

III.- ADMINISTRATION

3.1. Meet Director

3.1.1. The Meet Director is the maximum responsible for the sporting aspects of the event.

3.1.2. He is responsible for applying the rules and interpreting the regulation.

3.1.3. He presents the task of each day chosen by the Task Committee.

3.1.4. You should be familiar with the local flight conditions and the flight zone.

3.1.5. Can be assisted by one or more experienced people (on the ground and in the air), to supervise the test.

3.2. TASK COMITEE

3.2.1. The Task Committee will be formed by the Meet Director of the competition plus 3 representatives of the pilots that will be proposed by the Organization, for which it may use the following criteria: 1) foreign pilot with better FAI ranking, 2) best ranked national pilot 3) National best ranked serial class pilot. If a pilot is designated by more than one of the criteria previously described, the second match will not be considered and the next one in the ranking will be designated. In the event that any of the designated pilots does not accept their appointment to the committee or does not have the most experience in the flight zone, the vacancy may be filled by the one who follows him in the ranking or by vote among the registered pilots, as defined by Meet Director.

3.2.2. The chosen pilots must have knowledge of the flight site and the rules of the competition.

3.2.3. The Task Committee must, unanimously among its members, define the task of the day, with its waypoints and radios; the opening and closing time of the window; as well as the start and end time of the test.

3.2.4. The members of the Task Committee will have priority on take-off.

3.3. SAFETY COMMITTEE

3.3.1. A Safety Committee must be formed and include a minimum of three pilots chosen by the Meet Director in the General Briefing. The Safety Committee will be responsible for evaluating each test and advising the Meet Director regarding security issues, prior to the briefing of the respective test.

- 3.3.2. The Meet Director may replace a member of the Security Committee, after consulting with the other members of the Committee, in case of repeated absences or delays.
- 3.3.3. The ultimate responsibility for the safety of a pilot rests with the decisions of the pilot himself and is not guaranteed by the actions or decisions of the Meet Director or the Safety Committee.
- 3.3.4. All pilots can monitor flight operations and inform the Meet Director when conditions become unsafe, either on take-off or in flight. This should be done using the phrases Level 1 (safe), Level 2 (strong, volatile carefully) or Level 3 (Too strong, dangerous to fly), to avoid confusion.
- 3.3.5. No pilot may be a member of the Safety Committee and the Pilot Committee.

3.4. BRIEFING

All briefing will be done in Spanish and English

There are two types of briefing:

- General briefing (if the Meet Director deems it convenient)
- Task briefing.

3.4.1. GENERAL BRIEFING

1. The general briefing, which includes a safety talk, must be done before the first test briefing.
2. All competitors must be present in the general briefing, which will be held when and where announced by the Organizer.

3.4.2. TASK BRIEFING

1. It will take place in the take-off area in the presence of all pilots.
2. All technical data reported on it will be shown on the information banner of the test.
3. There must be at least 15 minutes between the task briefing and the window opening.
4. The task briefing must include:
 - Relevant information about the previous day (protests, incidents, infractions, etc.)
 - Previous day winners (general and female)
 - Weather forecast of the day (winds, cloud base height, day quality, etc.)
 - Any important information about the day (new waypoint, height limit, safety recommendations, etc.)
 - Description of the test of the day
 - Times (window, start and close of the race)

3.5. RESPONSIBILITY TO INFORM THE PILOTS

1. The pilot must be informed during the competition through briefings or by consulting the information panels.
2. The pilot must use the flight, rescue and emergency radio frequencies pre-set by the organization.
3. Pilots must have a telephone device that allows communication via WhatsApp, as it will be the official means of information from the organization to the participants.

3.6. RESULTS

A provisional list will be shown with the results on the event website as soon as possible, at most one hour before starting the briefing the morning after the disputed test.

3.7. PROTESTS

1. Competitor has the right to protest when he is not satisfied with a decision or penalty.

2. It must be presented no later than 12 hours after the decision that originates the protest to the General Judge of the competition or its delegate, and accompanied by a fee of US \$ 100.
3. The Meet Director will listen to the complainant sides, applying the regulations of the Championship and FAI, and pronounce a decision.
4. The Meet Director shall inform his decision in public form.

IV.- EQUIPMENT

4.1. GLIDERS

1. Competing paragliders must have the performances and standards necessary to participate in a competition. This will be verified with a valid certificate of approval or a flight permit issued by the country that presents the paraglider, or by the country that manufactures it.
2. The organizers have the right to reject those paragliders who do not possess the standard or the appropriate certification.
3. Each paraglider must be flown within the limits of its configuration and the limitations established by the manufacturer.

4.2. REPLACEMENT OF A GLIDER

1. Changing a paraglider during a Championship sleeve is prohibited as a general rule.
2. Any minor damage must be reported immediately to the organizer, to be later repaired.
3. Any replaced part must be exactly the same as the original.
4. Only in case of major damage or loss of the paraglider, the Meet Director may grant permission to exchange it for another that has the same homologation to the previous one.

4.3 BALLAST

1. The use of solid ballast is prohibited.
2. The only type of ballast allowed is water or fine sand.
3. In the event of discarding ballast in flight pilots must ensure that they do not affect or endanger other competitors or third parties.
4. The maximum weight of the equipment in flight is 33 kg (including ballast), except for the upper limit specified in FAI regulations (Section 7).
5. The pilot must fly within the certified weight range of his paraglider.

4.4. COMUNICATION TEAM

1. All pilots must use VHF Radios.
2. The radios will be used in the air only as a safety measure.
3. The competition organizer will announce the frequency to be used in flight and the frequency for rescues. All radios must be in frequency during the development of a test.
4. The organizer will not take the registration to pilots who do not own a radio.
5. No voice activated microphones (VOX) will be accepted.
6. The use of radio by third parties in order to help or deliver information to a competing pilot will not be allowed.
7. All pilots must have a telephone device with data plan and connection via WhatsApp.

4.5. GPS

1. Each pilot must have a GPS (or smartphone with GPS) capable of recording the height and with their respective battery charged.
2. It will be the responsibility of each pilot to provide the organization of the cable that connects the GPS to the computer through a serial or USB port.

3. Each pilot is responsible for the correct operation and configuration of his GPS.
4. Pilots must deliver their GPS to the organization to report their flights after each sleeve and download their tracks.

4.6 PROTECTION EQUIPMENT

Each pilot must wear a protective helmet and an emergency parachute throughout the competition.

V. TAKE OFF

5.1. ANNOUNCEMENT TO THE OFFICE OFFICIAL

1. The Organizer assumes that all registered pilots will fly in each task that is made. If a pilot decides not to take off, he must inform the organizer before the take-off window closes.
2. In case of not notifying the decision not to fly, a penalty of points or the elimination of the Championship pilot can be determined, if repeated.
3. Each pilot who wishes to take off in a test must be announced to the Take-off Judge (take-off record).

5.2. DISPATCH AREA

The preparation and take-off areas must be respected, as indicated by the Organizer or Take-off Judge.

5.3. ACCESS TO THE DEPARTURE AREA

1. A take-off queue will be established, in order of preparation of the equipment and positioning in the queue.
2. Each day, the take-off priority pilots who are freed from queuing will be identified, which will be integrated with the top 10 pilots in the ranking plus the pilots members of the Pilot Committee.
3. On the first day, the top 10 of the ranking will be formed according to the FAI ranking of the drivers and in the following days they will be formed according to the general position in the competition.

5.4. OPENING AND CLOSING OF THE DISPLAY WINDOW

1. The opening and closing times of the take-off window will be announced during the test briefing and will be noted on the official information panel.
2. No pilot may take off after the defined time for the opening and closing of the window, otherwise the flight made in that test will not be computed.

5.5. TEMPORARY CLOSURE OF THE DISPLAY WINDOW

1. If for reasons of security, the Meet Director decides that the conditions for take-off have worsened, he may interrupt the departure and temporarily close the take-off window. It can be reopened without exceeding the total time originally planned.
2. In the event that several window closures are reached at the time of closing the window with pilots still not taking off, the Meet Director may extend the closing time of the window to ensure that all pilots can take off.

5.6. RETAKEOFF

1. The Organizer will inform if there will be a possibility of re-taking off in the case of the pilots who finished landed before the Start Point, and will define the facilities that the Organization will provide for it, ensuring that in any case all the pilots will have the same facilities

2. In the event that a major problem forces a pilot to land immediately after taking off, he may request permission from the Meet Director to take off again. The pilot's take-off time will, however, be the time of the second take-off.
3. When weather conditions are critical, the Meet Director may grant a second take-off to all pilots.

VI.- LANDING IN GOAL

6.1. LIMITS OF THE LANDING AREA

1. Each Goal set can be a cylinder or goal line.
2. The goal line shall be oriented so that it is perpendicular to the line that joins the last mark with the Goal.
3. The radius of the cylinder or the goal line will be set in the definition of each task.

6.2. MANDATORY REPORT

1. Once landed, pilots must report to the organization through the means pre-set by it (rescue frequency and / or WhatsApp) to inform about their position and if they request rescue.
2. If a pilot was rescued by means other than those provided by the organization, he must inform the organization by the same means.
3. The time limit for reporting will be announced in the briefing and indicated in the information panel. This is done to avoid unnecessary searches and rescue. Pilots who do not report will be disqualified from the test. Once the pilots are rescued, they should go to the computer room to deliver their GPS or send the file that recorded their flight track to the organization.

6.3. LIMIT TIME FOR LANDING

The landing time limit will be informed in the task briefing.

6.4. CHECK BEARINGS VERIFICATION.

1. All pilots must deliver to the organization the track registered by their GPS, as verification and witness of their flight. Otherwise the flight is NOT validated.
2. Any error or problem with the GPS is the direct responsibility of the Pilot and the Organization will not accept claims in this regard.

VII.- TESTS

7.1. POSSIBLE TESTS FOR COMPETITION

- Free distance on a sector or axis (free distance)
- Race to the goal (race to goal)
- Individual time or flight speed (speedrun)

7.2. FREE DISTANCE ON AN AXIS OR SECTOR

1. The Meet Director shall establish the axis or limits of the sector and the test may have one or more mandatory waypoints.
2. The pilot who flies the longest distance wins. The distance will be measured by rounding up to 0.1 km and calculating from the distance covered by the best pilot. The distances will be calculated by perpendicular projection for the distance test on an axis and radial from the take-off or the last turning point for the distance in a sector.

7.3. RACE TO THE GOAL

The goal is to reach the goal first. The flight path is the same for all pilots. Simultaneous departure is done from the air, with pilots in flight.

7.4. INDIVIDUAL TIME OR FLIGHT SPEED

The journey is the same for all pilots. The start is individual while the window is open. Time is counted from take-off or from a start point and the objective is to fly the route in the shortest possible time.

VIII.- BALLS, SECTORS, VALIDATION AND PENALTIES

8.1. DELIVERY OF BEARINGS

1. The organization of the championship will provide competitors with the official list of beacons.
2. The organization will give the facility to load the official beacons in the GPS, however it will be the responsibility of each competitor to check that the beacons were correctly loaded in the GPS.

8.2 RADIUS OF EACH WAYPOINT

The radius of each waypoint will be the one defined by the Task Committee in the briefing of each test.

8.3 COMPULSORY TRAVEL

1. The cylinder must be entered and the GPS must at least mark a point inside the cylinder to validate the waypoint.
2. The fulfilment of each waypoint and the test in general will be verified according to what the GPS track indicates.

IX.- SECURITY

Failure to comply with some of the rules mentioned in this chapter will result in the application of the following sanctions: warning, points discount, annulment of the test and expulsion from the competition.

9.1. RESPECT FOR FLIGHT LAWS

Pilots flying in a competition must strictly respect the flight laws and air priority rules.

9.2. COMPULSORY SAFETY EQUIPMENT

All pilots must use VHF radio 2 meters, GPS capable of providing a track with height, telephone equipment with data plan and connection via WhatsApp, helmet, chair with back protection and carry emergency parachutes on all flights.

9.3. PHYSICAL CONDITION

1. Pilots must avoid, or suspend participation in the championship in case of illness or injury that may affect their ability to intervene safely and must inform the authorities of the test about any medication or medical condition (allergies, injuries, etc.) that may be relevant in an emergency situation.
2. At any time during its development, the Meet Director of the competition may prohibit a pilot from flying temporarily or permanently, if it is shown that he is under the influence of stimulants, such as alcohol or drugs.
3. Any substance intended to achieve an unfair sports advantage is prohibited. Likewise, these substances may affect safety issues in flight to the rest of the pilots.
4. Flight bans for these reasons may result in subsequent disciplinary sanctions for the pilots involved.

9.4. AVOID COLLISIONS

1. Circuits, turns and landings must be carried out taking into account air traffic.
2. When entering a thermal, the paraglider must follow the direction of rotation imposed by the first one, regardless of the height at which it is located.
3. Until before the start of the race, all riders must turn in the direction stated in the briefing of the event and that usually it is to the right even days and to the left odd days.
4. Unauthorized acrobatic manoeuvres or flush flights at take-off or landing are prohibited.
5. Aggressive flight will be penalized.

9.5. FLIGHT INSIDE THE CLOUDS

1. Flight within the clouds is prohibited.
2. Flight within the clouds is defined when all or part of the pilot-wing assembly is no longer visible to observers or pilots close to it.
3. Pilots must express their intention not to be caught by the cloudiness and in case of doubt they must lower their height and return from behind (in relation to the direction of the test) of the place where the incident occurred.

9.6. CANCELLATION AND DETENTION OF A TASK

1. If the weather conditions are not good, the Meet Director may cancel a task before the competitors have taken off. The Meet Director does not need to cancel the task if the flight is suspended only for a short time.
2. The Meet Director, or who delegates the Meet Director, may stop a task after some or all of the pilots have taken off in case of an emergency caused by bad weather or other conditions that could jeopardize the safety of the pilots . In case of detention of a task, the Judge must write down and inform the hour, minute and second of the detention.
3. The Meet Director is not responsible for pilots who continue flying once the task has been stopped or cancelled.

9.7. SCORE OF A TASK STOPPED

1. When a task is stopped the score of each driver will be determined by the position recorded by his GPS at the exact moment the task has been stopped, provided that the principle of equal sporting possibilities is respected.
2. Pilots will receive a compensation for height based on their GPS height record. The glide ratio used to calculate the height compensation is as indicated in 11.5.4.c).
3. In the event of stopping the event, only the sleeves that are of the Race to Goal type with a single start or start and that meet the requirements to be a valid task will be scored.

9.8. CANCELLATION OF A TASK

If the detention of a task and its consequent score could not be applied without respecting the principle of equal sporting possibilities, the Meet Director may proceed to the definitive annulment of the task (Ex .: if there was not the minimum time sufficient to give possibility to take off all the pilots).

9.9. ASSISTANCE TO AN ACCIDENTED PILOT

1. Pilots must fold their paragliders after landing. A paraglider deployed on the ground means: "I need help."
2. The pilot who sees an accident must report it immediately to the Organization using the official security frequency, identifying and informing, if possible, type of accident, location of the victim

- (s) (if possible exact coordinates), identification , type and colour of flight equipment, site paths, etc.
3. A pilot who abandons, temporarily or permanently, the task for assisting an injured fellow, may receive compensation at the discretion of the Meet Director, according to the position of the pilot when he comes to the aid of the injured pilot.
 4. In case it is not possible to consider the position of the pilot, for example because the accident occurred at the beginning of the competition, other criteria may be used, such as the position of the previous task or the average of the pilot calculated as the daily ratio averaged between your score and that of the winner of each day, considering all the tasks played so far or calculating it at the end of the event considering the total of the tests of the date.

X.- PENALTIES

10.1. GENERAL

If any pilot is caught trying to deceive the organization regarding the fulfilment of the task, he will have zero points for the day and the Meet Director will have the right to disqualify the competing pilot.

10.2. PREMATURE LANDING

The pilot who makes contact with the ground or slope, with any part of his body or chair, will be considered up to that point his task. A pilot can only take off after landing in order to approach the rescue.

10.3 PENALTY FOR FLYING INSIDE THE CLOUDS.

If a pilot enters a cloud and does not strive to descend rapidly and continues his path to the next waypoint, within the cloud, he will be exposed to a penalty issued by the Meet Director. Minimum penalty: 100 points discount on the task. If the case was repeated and in the same task it entered several times in the cloud or if it already had sanctions in previous tasks, the maximum penalty equivalent to zero points in the test may be applied. As a means of proof, the testimony of 2 witnesses will be used, or the information provided by the GPS.

10.4 PENALTY FOR FALSE DECLARATIONS.

In the case of a false statement about the landing site, the penalty will be a distance reduction of 10 times the additional distance claimed. If it is proven that the error is an attempt at deception, the Meet Director shall have the right to disqualify the pilot from the day or entire competition.

10.5. PENALTY FOR LANDING AFTER THE TIME OF LANDING LIMIT.

In the event that a pilot lands after the indicated landing time limit, his task will be counted until he reached the landing time, minus 100 points when he exceeds 15 minutes after the task closes.

10.6. PENALTY POINTS / BONUS

All penalties / bonuses apart from those of type "zero points in the task" are calculated as addition / subtraction of the points obtained in the task.

XI.- CHAMPIONSHIP CATEGORIES AND SCORE

11.1. VALIDATION OF A TASK

The task will be valid when the maximum score given by the calculation system exceeds 200 points.

11.2. LIST OF PILOTS

The organizer must publish the list of all registered pilots, mentioning the name, place of residence and the brand of the flying paraglider.

11.3. CATEGORIES

1. A separate score will be taken for the Promotional, Sport, Serial, Open, National and Women's Championship categories. Pilots will be included in the categories according to the certificate of homologation of the wing used, and the highest must be taken for those wings that have more than one homologation.
2. It will be the obligation of the pilot to declare during the registration to the event, the modifications and / or repairs made on his equipment that alter the original characteristics of the same as for example (re-trim of the wing, change of bands for those of another model of wing , aggregate of trims, aggregate of reinforcements in the profile, change of the type of suspension, etc.). Those who do not declare it can be penalized with the removal of points in the tasks already scored and re-categorized as appropriate.

3. Promotional Category

It is a category of initiation to competition, created with the intention that novice pilots can be measured against paragliders of similar characteristics and benefits, serving as an adequate induction to the world of competencies with the idea of projecting into future categories to greater categories.

It will consist of candles under the following approvals.

- DHV: 1 and 1-2
- EN: A and B
- LTF: 1 and 1-2

Additionally, the pilot who flies in this category may not have participated in PWC and FAI 1 level competitions, nor in more than 2 FAI2.

4. **Sport Category:** The sport category was created to contain pilots who use intermediate level equipment and allow them to differentiate themselves from pilots with more experience and with higher performance equipment. It will consist of wings under the following approvals.

- DHV: 1, 1-2 and 2
- EN: A, B and C
- LTF: 1, 1-2 and 2

5. **Serial Category:** It will consist of wings under the following approvals.

- DHV: 1,1-2, 2, and 2-3
- IN: A, B, C and D
- LTF: 1,1-2, 2, and 2-3

6. **Open Category:** It will consist of wings under the following approvals.

- DHV: 1,1-2, 2, and 2-3
- IN: A, B, C and D
- LTF: 1,1-2, 2, and 2-3
- CCC Class (CIVL Competition Class)

7. **National Championship:** Only Chilean pilots, in a unique category.

8. **Female category** (will be enabled if there are 5 or more registered participants)

11.4. OFFICIAL CLASSIFICATION

The ranking list must be published officially at the end of the championship.

11.5. SCORE

1. Flight verification and waypoints compliance shall be carried out with the information downloaded from the GPS.
2. For the verification of flights and punctuation, the FS or other approved program will be used as a scoring system by the CIVL / FAI that supports the scoring formula and parameters defined in this regulation with the restrictions on use and configuration expressed in the following points.
3. All flights must be analysed with the same program, formula and parameters, which will be defined and announced in the General Briefing by the Meet Director of the competition jointly with the pilot committee and then cannot be changed during the entire competition.
4. In the absence of an express notification by the Meet Director about the parameters to be used in all the competition tests, the following will be used:
 - a. Task Parameters
 - Nominal Distance: 40 km
 - Nominal Time: 1.5 hours (hour and a half)
 - Percentage of Pilots in goal: 20%
 - Minimum distance: 5 km
 - b. Variables that score:
 - Distance
 - Weather
 - Leadership
 - c. Software parameters:
 - Day quality override: 0,0
 - Jump the gun factor: 0
 - Max Jump the gun: 0 seconds
 - Points for time delivered if crossing ESS but no goal: 0%
 - Planning bonus in case of detention: 4: 1
 - FTV factor: 25%
5. The final result of the competition will be obtained by adding the daily scores of each competitor and making the relevant discounts of the Fixed Total Validity discard scheme (FTV factor). With all of the above, the winner will be the one with the highest score.

11.6. CLASSIFICATION AND PROTEST ERRORS

All complaints that occur after the publication of the classification list and the time established to file protests must be submitted in writing to the organization.

11.7. COMPETITION PRIZE DELIVERY CEREMONY

The presence in the ceremony is mandatory for all those pilots who have qualified in the positions that award prizes.

.....
 "Once you have tried the flight you will always walk the Earth with your eyes looking at the Sky, because you have already been there and there you will always want to return." - Leonardo da Vinci