



LOCAL REGULATIONS

PUTALENG XC OPEN 2020
Tam Duong, Lai Chau, Vietnam
24th December – 27th December 2020

FAI CAT 2

Organized by:
Vietnam Air Sports Association (VASA)
Vietwings Hanoi Paragliding Club (VWHN)

These local regulations are to be used in conjunction with **General Section** and **Section 7A** of the **FAI Sporting Code**.

1. General

The purpose of the competition is to provide safe, fair and satisfying contest flying in order to determine the Putaleng XC Open Champions and to reinforce friendship among pilots and nations.

2. Contacts & Officials

Organizing NAC

Vietnam Air Sports Association
Address: No 83 Bui Xuong Trach, Hanoi, Vietnam
Tel: (+84) 936 551 858
Contact: Dang Quoc Tuan
Email: tuandq@gmail.com

General Organizer

Vietwings Hanoi Paragliding Club
Address: No 587 Yen Ninh, Yen Bai, Vietnam
Tel: (+84) 947 892 000
Contact: Hoang Mong Long
Email: vwhnclub@gmail.com
Website: www.vietwingshanoi.com

Official website and registration

<https://airtribune.com/putaleng-xc-open-2020/>

Head of Organization Board

Meet Director

Safety Director

Launch Director

Transport and Retrieval

Scoring Officer

Live Tracking Coordinator

Headquarters Coordinator

Public and Press Relations

Photograph & Video

Long Hoang
Tuan Dung Vu
Tu Tran Minh
Huu Nam Nguyen
Tung Son Vuong
Thien Tran
Tuan Dung Vu
Cuong Ngo Hung
Huyen Nguyen
Duong Vu
Anh Pham
Tuyet Vu
Ngoc Linh Nguyen

3. Program

Event program

Official Registration and equipment inspection:	Thursday, 24 th December (09:00 - 18:00)
Official Practice day:	Thursday, 24 th December (10:00 - 17:00)
Mandatory Safety Briefing:	Thursday, 24 th December (19:00 - 20:00)
Opening ceremony:	Friday, 25 th December (08:30 - 09:30)
Contest flying days:	Friday, 25 th December - Sunday, 27 th December
Prize-giving and Closing ceremony:	Sunday, 27 th December (18:30 - 19:30)

Typical Daily Schedule

- 09:00 - Headquarters open
- 09:30 - Deadline for protests of the previous day
- 09:30 - Transportation to Take off
- 11:00 - Meet Director / Task and Safety Committee meetings
- 11:15 - Pilots' briefing / Previous task official results / Task definition
- 12:30 - Take-off window opens
- 15:30 - Scoring office opens
- 18:00 - Safe landing report deadline
- 20:00 - Scoring office closes
- 20:00 - Provisional results
- 21:00 - Complaints resolution published

The daily schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at the Daily Team Leader Briefing or Pilot Briefing.

4. Entry

The limits

- The maximum number of pilots in the competition is 80.

Registration

The official registration will be on Thursday, 24th December, (09:00-18:00) at HQ. Entry Forms will be completed during the registration.

Each competitor will be requested to present:

- Proof of his/her Identity and Nationality.
- Valid FAI Sporting License.
- Valid Pilot License
- Insurance.
- GPS and suitable cable for it.

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability).
- The Entry Form.

Attention!

The Safety briefing that will take part in the Competition headquarters on Thursday, 24th December, (19:00) is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

5. Equipments

All pilots must fly with certified glider, helmet, rescue parachute and radio.

Only certified gliders are allowed to fly in the Competition according EN 926 or LTF 91/09. It is not permitted to modify the glider in any way different than allowed modifications described in the glider's manual. Pilot must fly in homologated weight range.

All pilots must fly with a certified harness to EN1651, LTF03 or LTF09. The harness must be equipped with a back protector certified to LTF09 or LTF03

All pilots must wear certified helmets to EN966 when flying.

All pilots must have serviceable rescue parachute when flying.

6. Radios

- Radio receivers are mandatory for all pilots.
- Radio transmitters are permitted.
- Only frequencies allocated by the organizers may be used.
- Safety frequency is 164.500 MHz.
- Retrieval frequency is 171.000 MHz.
- Other available frequencies will be advised at the first briefing.
- Voice activated microphones (VOX operated) are strictly forbidden.

The use of mobile telephones for landing reports and retrievals is mandatory. All pilots must stay in contact with the organizer at all times during the task, through the safety frequency.

7. Contest numbers

No needed.

8. Launch

If necessary, an ordered launch method will be used.

First Task: The priority at take-off will be based on the current WPRS.

Re-Take-off

A competitor will be allowed one take-off.

A failed take-off attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.

In case of technical problem a pilot can ask permission from the Meet Director to land and retake-off again.

The pilot must report to the Launch Director before a second launch.

9. Free flyers

Free flyers won't be allowed to take-off from 10 minutes before the opening of the window and the window closing time, except with the permission of the Meet Director. Official wind-dummies will take-off by team leaders request to the Meet Director and may not fly the task route.

10. Maximum wind speed

No task will be set with an average wind speed above 7 m/s at launch. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

11. Flight safety

Dangerous flying conduct, including cloud flying, is prohibited and will be penalized. A notebook will be available in main Headquarters. Pilots who witness a dangerous flying conduct will use the notebook to report it.

12. Airspace and other restrictions

There are some airspace and altitude limitation and will be brief during mandatory briefing.

13. Live Tracking and Retrieval

Live Tracking using Airtribune apps are highly recommended. Before flying all pilots required to turn on Live Tracking apps on their mobile phone (using 3G).

Retrieving using Zalo group: <https://zalo.me/g/aetalj062>, will be brief during registration and mandatory briefing.

14. Scoring

The primary source of scoring is pilot GPS tracklogs. After flying pilots required to bring GPS to Scoring Officer to get their tracklogs. Another option is upload tracklog to this website: <http://bit.ly/pxco2020>.

For scoring, the GAP 2020 (it may still be 2018 if there are no more revisions) formula will be used in combination with the FS scoring software. Scoring formula parameters will be printed on the information boards.

Scoring parameters will be announced on General Briefing, and written on task board before 1st task.

Team scoring: Team is selected with maximum 5 pilots each team. Scoring by best 3.

15. Penalties

Dangerous flying:

1st offence – 100 points.

2nd and subsequent offences – 500 points.

Cloud flying:

1st offence – 0 points for the day.

2nd offence – disqualification from the competition.

Airspace violations:

1st offence – 0 points for the day.

2nd offence – disqualification from the competition.

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who fly into clouds will incur a penalty for the day or be expelled from the event. A pilot is deemed to have flown into a cloud if he/she is:

1. Observed by a meet official or by a nearby air marshal going into and disappearing into a cloud, and/or:
2. If 2 pilots witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing, and if barograph or 3D GPS traces from the accused show the accused significantly above nearby pilots at the time of the incident, and/or:
3. The meet director at his discretion observes GPS track log data which proves to him that a pilot was cloud flying.

It is mandatory for all competitors to fly with a recording barograph or 3D GPS. Witnesses should press Mark/Enter when they witness a pilot going into a cloud. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.

It is recommended that a pilot sucked into cloud who did not have the intention of gaining an illegal advantage should descend safely and fly to a safe position near the course line until the extra height gained is lost by means of big ears or other methods before continuing on course so that other pilots can see it had not been intended to gain an advantage.

16. Complains and protests

Complaints

Complaints for each task must be submitted at the latest 2 hours after the publication of the provisional results and will be dealt as soon as possible. For the last competition task the complaints must be submitted at the latest 1 hour after the publication of the provisional results.

Protests

Protests must be submitted at the latest 12 hours after the result of the complaint is published at the main Headquarters.

For the last competition task, protests must be addressed at the latest 1 hour after the result of the complaint is published at the main Headquarters.

The Protest fee is 1.000.000 VND. It will be returned if the protest is upheld.