

# **Belgian Paragliding Open Piedrahita 2022**

## **LOCAL RULES**

Organised by

Club de altos vuelos Piedrahita and  
Piedrahita Town Hall

These local regulations are to be used in conjunction with the most recent versions of:

- General Section of the FAI Sporting FAI Sporting Code.
- Common Section 7 of the FAI Sporting FAI Sporting Code.
- Section 7B of the FAI Sporting FAI Sporting Code.

Contacts and programme Organising

Competition organiser: Larry Pino

Official website: Registration:

<https://airtribune.com/bpo2022/info>

Officials Event organiser:

Meet director: Joanna Di Grigoli

Safety director: Maite Moreno Benito

Chief Judge: Alfonso Diaz Malagon

Weather forecast: Larry Pino

Scorer: Samuel Aguilera

Headquarters Coordinator: Maite Moreno Benito

Take-Off Marshal: Emilio Escribano Fuente

Programme Practice

Sunday 14/08 Training task and Registration

10:30 Transport to Take-off

11:30 Task meeting

12:30 Take-off windows open

18:30 Registration

20:30 Mandatory Safety briefing

From 15 to 20/08 Competition days

9:00 Headquarter open

10:30 Transport to Take-off

11:30 Task meeting

12:30 Take-off windows open

17:00 Scoring office opens

22:00 Provisional results

20/08 Prize Ceremony

The programme is subject to change with CIVL approval. Any changes before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the daily briefing and posted on the official board at headquarters.

Registration

Entry The maximum number of Solo pilots is 150.

The Entry fee includes:

ID card & safety/contact information.  
Transport to take-off.  
Daily snack package.  
Welcome pack.  
Free access to all championship events and parties.  
Free internet (Wi-Fi) access at the HQ.  
Emergency rescue and first aid medical service.

Insurance

The organisers require documentary proof in English of valid:

Insurance covering public liability risk to the value of minimum 150.000,00 Euros must be presented to the organisers at registration.

Medical/accident insurance at a price of minimum 6000 Euros.

Launch System

Launch priority will be used during competition. First 15 male and 3 female pilots

For 1<sup>st</sup> day: FAI ranking.

Rest of the days: competition results.

Airspace and other restrictions

The Piedrahita area is covered by several airspace restrictions. A special NOTAM will be required for this competition. The altitude limit of the day will be present on panel board.

### **Safe flying:**

All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competitions, and to ensure that they do not act in any way that might endanger any other pilots during the competition.

### **Sporting Behaviour:**

Behaviour Competitors not behaving in a safe and sporting manner will be penalised and may be disqualified. Abuse Any Verbal or Physical abuse of any of the competition officials will be dealt with according to the FAI General section chapter 5.2 of the sporting code rule concerning stewards and jury members and Section 7b Chapter 12 of the FAI Sporting Code. 2.

### **Equipment:**

Changes to Gliders Certified gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested will not be allowed in the competition.

A glider may be checked at any time throughout the competition. After protest or incident gliders will be inspected. It is always the pilot's responsibility to prove that the wing conforms to certification requirements, and that the pilot is flying within the certified weight range. The pilot must provide manufacturers diagrams and certificates if required to do so. Failure to meet certification requirements will result in disqualification of the pilot from the competition.

Damage to a Competing Glider Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the

original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss, or theft beyond the control of the competitor. It may be replaced by an identical brand and model, or by one with similar or lower performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

All Pilots are required to ensure they have the following: Harnesses and Helmet: These should be suitable for paragliding and should meet the requirements as defined in FAI Section 7.

Reserves: All Pilots must carry a certified emergency parachute on all flights of a suitable size. A pilot may not fly unless he/she is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying. The Meet Director has the power to ban a pilot from launching if he considers it unsafe for them to do so.

## BRIEFING

There are 2 types of briefing: - General briefing - Task briefing

General Briefing is mandatory, and all competitors must be present at the general briefing that will take place at the Pedro Bernardo cultural centre. The main information of this briefing must also be displayed on information boards.

The task briefing will be held at the takeoff area and it is the responsibility of all competing pilots to be present. All technical data specified during this briefing is displayed on the briefing board.

The window can be opened a minimum of 15 minutes after the end of the task briefing. In case of a new briefing, the delay of 15 minutes can be reduced.

## RESULTS

A provisional result list will be posted on the official board at 08:00 the following morning (unless technical difficulties require a later posting). Provisional results for the last task, and overall results will be posted as soon as possible after the last task, and at least 1 hour before the Prize Giving Ceremony.

## Basic flying rules

Circuit, turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

The MD will inform each day the direction of all 360° turns in front of take-off, within a given area and time. Failure to comply with the turn direction will incur a penalty.

External Aid to Competitors is not allowed. Live GPS Tracking is not considered an external aid. It is mandatory the use of communication equipment radios by all participating competition pilots. The Organiser of the event will announce an official safety frequency. For retrieval the Organiser may announce one or more frequencies. The Organiser is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated.

## TAKEOFF

All pilots who wish to compete in the day's task have to sign the Sign-to-Fly list at take-off and sign-in after task completion at Check-In. Failure to do so will result in a pilot penalty. The Takeoff Areas for the task will be defined by the Meet Director at the task briefing. The Meet Director will also define the number of possible launch positions.

Opening time of the window and window extension time will be announced at the task briefing and be displayed on the official briefing board. If, for safety reasons, the Meet Director considers that conditions have become dangerous or un-launchable, he may temporarily close the window. The window will then be extended by the time the takeoff was closed without, however, exceeding the deadline for window extension.

## LANDING

Goal Deadline. The latest time for landing at goal will be announced at the task briefing and displayed on the task briefing board. Pilots who land in goal after the deadline will not score time points.

A pilot must report back to head quarter as soon as possible after landing. The procedure for this will be announced at the safety briefing. The latest time for report back will be announced at the task briefing and displayed on the briefing board. It is important to comply to avoid unnecessary search and rescue operations. Pilots who do not respect this rule could be penalised or disqualified from the event and can be charge for the cost incurred.

Checking-in is mandatory for all pilots who signed to start the task. Each pilot must personally give in their GPS. Failure to check in may be penalised.

A 3 D continue track log showing GPS altitude must include all flying path to verify compliance with the ceiling of the day. If for some reason the GPS didn't save all track, a backup GPS can be downloaded to cover the missing part.

## RETRIEVAL

Retrieval will be made exclusively on asphalt road. If a pilot change his position, he must notice to the head quarter and report back again

## PENALTIES

Competitors who fail to pick up the tracker at take-off will score zero for the task. Failure to report back after a task gets zero score for the task.

The Pedro Bernardo area is covered by several airspace restrictions. A special NOTAM will be required for this competition. The altitude limit of the day will be present on panel board.

Flying over the altitude limit of the day is forbidden and will be penalized as described at the Spanish Cross country 2015 competition Rules:

### "Article 23.1 Altitude Limit / Airspace in Flight

Every pilot is personally responsible not to exceed the height and / or space limit established by the regulations in force, as well as to have the necessary means to respect it.

Each CROSS paragliding competition shall conform to the legislation in force in relating to airspace. Although, Local rules may be drafted according to the area of flight that complement it and help the good development of the CROSS competition.

In competitions with specific restrictions, both heights and airspaces, should be present in the daily task panel.

Although the maximum permissible height can't be passed, to prioritize safety in cases of turbulent thermal, cloud overdeveloped. The tracks that comply with the following cases, will be accepted:

1. In the same flight a track shall be allowed to exceed the maximum height and / or space Aerial allowed with a maximum of 3% on the height and / or space restricted.

2. The height measurement will be strictly GPS

3. The flight will be valid in the following case:

If you surpass the height limit, you need to review the distance that remains to the next turnpoint or goal. You will proceed to lose height in the safest way, and once below of the height limit, you will resume the race with more distance than you had before reaching the limit.

4. Sanctions

Reference: Spanish Technical Paragliding Commission December 2014

- 1st time the maximum height is exceeded (up to 3%). A warning.
  - 2<sup>nd</sup> time 50% penalty of the day task
  - 3<sup>rd</sup> time Competition disqualify
  - If a pilot has a track that exceeds the maximum height allowed by the margin of 3% without applying what was stated in the previous paragraph, although it is his first flight, the pilot will have a zero point on the task.
- Violation of this article shall be considered a serious misconduct and shall entail the loss of all points of the task. The repetition shall be considered as a very serious infringement and will imply the pilot disqualify from the competition disqualification

The GPS height will be considered for computing

Cloud fly is not allowed and will be penalized as follow:

- 1<sup>st</sup> fault 20% of the maximum task score
- 2<sup>nd</sup> fault 100% of the maximum task score
- 3<sup>rd</sup> fault Pilot disqualification

There will be some air marshals following the task

Pilots are required to fly within the certified weight limit of their glider.