

LOCAL REGULATION OPEN CHIQUIMULA 2023

LOCAL RULES

Open Chiquimula – Open FAI 2, from January 22 to 28, 2023

These local rules will be used as a complement and in conjunction with the Single Regulations for Paragliding Events and Competitions, established by the FAI (Section 7).

OBJECTIVE

Organize OPEN CHIQUIMULA 2023– Open FAI 2. 2nd International Paragliding Open in the “Rampa Villafuerte” Chiquimula (Guatemala) flight zone.

Participating pilots will be able to add points for the National Ranking and the FAI International Ranking.

MEANS OF PUBLICATION OF THE PRESENT REGULATION

- Official page of the event www.airtribune.com
- File sent to Sololá Free Flight Association
- Virtual Book Venue of the Event
- Virtual book Director of Competition
- Virtual book flight zone
- Virtual book to the registered pilot who requests it

ORGANIZATION PROGRAM

January 21th:

09:00 to 14:00 Training day "Ramp Villafuerte" flight area.

3:00 p.m. to 8:00 p.m. Formalization of Registrations and vote of the Pilots Committee.

Publication of the list of the Pilots Committee and Safety Committee.

18:00 Opening ceremony and protocol acts, welcome briefing, presentation and security briefing.

January 22 to 28:

07:00 Competition day 08:00 Climbs to take-off begin 09:30 Briefing and competition task.

17:00 to 20:00 GPS downloads 21:00 Publication of results of the day.

JANUARY 28: Competition and award ceremony 07:00 Competition day 08:00 Take-off climbs

begin 09:30 Briefing and competition task (two groups of 50 people) 16:30 to 17:00 GPS

downloads 18:00 Award Ceremony 18:00 Publication of results of the day.

Note: In case of bad weather and there is no flight, alternative activities are planned that we will inform you about.

DAILY SCHEDULE (indicative)

08:00 Ascents to takeoff (several shifts will be made). 09:00 to 09:30 Complaints and Protests.

09:30 Pilots meeting at takeoff and flight of the day (this schedule will depend on the weather conditions of the day).

17:00 Start download of GPS in the Organization. 8:00 p.m. Download time limit, except on the 28th until 5:00 p.m. 21:00 Publication of the provisional results of the day's race and the official results of the previous one.

INSCRIPTION

The registration fee is \$300.00 US

Registration payment can be made by bank account and PayPal (Payment by PayPal will have an extra cost due to platform commission).

ADMISSION

The OPEN allows to all paragliding pilots with the FAI license (intermediate and advanced) and valid medical insurance in the national and international territory.

The possession of these licenses will be verified in the formalization of the Inscription.

Admission to the test is carried out according to the provisions of the FAI Regulations.

All pre-registration or registration data will be sent through the application provided by the organization on the following website, www.airtribune.com

PRE-REGISTRATION

There will be a DEADLINE for pre-registration, (January 1, 2023)

The payment deadline with free rate is until January 1, 2022 (\$300.00 US) from January 02 to 21, 2023 it will be (\$380.00 US)

Once the payment of the 100 available places has been completed, the registration quotas by FAI ranking will end.

Pre-registration FEE. According to the organization the fee is defined as \$300.00 USD

REGISTRATION from August 15, 2022

Cash payment on the day of registration at the event venue is not allowed.

In the event that tests are canceled or flights cannot be made on the current day and that corresponds to the payment of an alternative rate for a pilot, the canceled registration fee will not be refunded in any case.

CANCELLATIONS

Participants who are not going to attend for any reason are requested to notify them as soon as possible, allowing other competitors to take their place.

Cancellation of the Competition:

Cancellation of the Competition:

1.- In the event that it is necessary to cancel the test within a period of less than 7 days, with respect to its start, the registration fee will be refunded less \$25.00 US will be used to offset part of the expenses that may have arisen.

Cancellation by the pilot:

With a term greater than 15 days in relation to its start, 80% will be returned

With a term greater than 7 days and less than 15 in relation to its start, 50% will be returned

With a period of less than 7 days with respect to its start, there will be no refund.

In the 2nd and 3rd section, if the reason for the cancellation is justified, in any of these cases, due to an accident, due to illness contracted within this period, due to the death of a family member, 80% will be returned.

If the event is canceled due to Covid-19

80% of the value of the registration will be refunded, less the cost of transfer commission.

This to cover expenses that are not recoverable.

ABOUT THE STATUS AND REGISTRATION DATA

To avoid possible errors and misunderstandings, you can check the status of your registration in the registered pilots section. Note from the ORGANIZATION: It is recommended and thanks to all the pilots the review prior to the championship, on their personal data, to the and category to avoid misunderstandings with the score.

During the Championship no data modifications will be made, modifications will only be allowed in exceptional cases, requesting authorization from the competition director, justifying and arguing the reason for said change.

REGISTRATION INCLUDES

- The organization, according to the FAI regulations for the organizers of competitions, is obliged by the registration fee to:
- Have a headquarters or premises for the organization,
- Transportation to the flight site and return to headquarters
- Trophies for the different categories and medals
- Daily snack and hydration

- T-shirt for each participant.
- badge
- Have appropriate personnel in case of an accident.
- Have a scoring judge.
- Have a competition director On the part of the organization we include
- award
- Souvenir

GENERAL

1. The badge must be worn during all official activities organized by this event.
2. To access snacks and transportation, the pilot must present his badge, as well as sign all the forms established in the event, daily.
3. Drivers registered in the event who do not participate in the closing and award ceremony will not be entitled to additional prizes and/or stimuli to the regulations that the organization and sponsors decide to grant.
4. Each pilot will be responsible for coordinating their accommodation and food, the organization will provide contacts in the area in this regard, it is clarified that the organization is

in no way responsible for the quality, price and possible eventualities around this topic can be presented.

5. The organization will not provide any type of logistics or support to registered pilots who take off in places other than the official chosen for each day's test flights, automatically invalidating the logistics for this pilot in particular.

TROPHIES

Overall Classification Category (Female) 1st, 2nd and 3rd place.

Overall Classification Competition Category (Open) (EN CCC two lines) 1st, 2nd and 3rd place.

Classification Sport Category (EN B+ and C) 1st, 2nd and 3rd

Classification National Category 1st, 2nd and 3rd

CASH PRIZE

Overall Category:

1st \$5,000

2nd \$3,000

3rd \$2,000

Sport category:

1st \$1,000

2nd \$700

3rd \$300

CLASSIFICATION OF THE CATEGORY ACCORDING TO THE WING.

The registration of pilots in the different categories will be carried out according to the homologation of the wing with which they register and participate.

FLIGHT TEAM / CANDLES APPROVAL

Open Class sails will not be allowed.

For the rest, the provisions of the FAI Regulations (Section 7) will be followed.

DORSALS

It is not mandatory to wear the number in the sail, however each pilot will be assigned a number based on their position in the ranking or the one assigned to them at the time of registration.

CLAIMS AND PROTESTS

They will be submitted in writing to the Competition Director, only during the period assigned for it and always in accordance with the provisions of the FAI Regulations.

Complaints and protests period

Between 09:00 and 09:30 on the day following the corresponding heat (except in the 28th heat as it is the last day, it may be claimed as soon as the provisional classification is published. If the claim is not accepted, it will be may submit a protest, in writing, to the Competition Director.

TAKEOFFS AND LANDINGS

The official takeoff will be used (Ramp Villafuerte)

Landings or established goals, all pilots must respect the minimum standards of education with the land used.

COMMUNICATION AND GPS

Official frequency: The organization will use VHF band frequency radios (145.600Mhz Flight and emergency)

Cell phones as reported in the General Briefing (WhatsApp message with location - collected).

Alternate Frequencies: 145,800

The security frequencies and collection systems will be communicated by the Organization in the task panel.

It is also mandatory to carry an active mobile phone in the services of national operators; The pilot will provide the organization with his number at the time of registration.

Smartphone pilots will need to download the Airtribune tracking app from the Google Play app store and have an extra battery bank for the device.

The real-time monitoring and the application will be presented at the General Briefing.

The use of FAI-approved GPS with height recording is mandatory for pilot flight validation

The goal time is obtained from the trace downloaded from the GPS by interpolating the times before and after the goal limit was crossed.

REPORTS and RETRIEVAL

Reporting via mobile phone will be mandatory. The Organization will provide the mobile number to direct the SMS or WhatsApp to in the task panel.

If the pilot cannot send the SMS, he is obliged to communicate with the Organization via radio, fixed or mobile phone of a colleague.

The Competition Director may sanction those who fail to comply with this rule with the loss of 50% of the points of the day, or the exclusion of any or all subsequent races.

Important:

The pilots who do not report with this system or any other before the Organization before the deadline, will be considered absent and their search will begin with the rescue means; if it is a false alarm, the pilot must assume the economic costs that would have been used for its search.

Transport frequency:

A radio frequency, different from the security frequency, will be enabled for collections. In this frequency you can contact the collection vehicles and the Organization. The use of the frequency of collections does not exempt from sending the SMS.

TRANSPORTATION

The Organization will provide sufficient means for the take-off climbs, the pick-up of the pilots and the transport to the Organization's headquarters to download the GPS.

The Organization undertakes to:

Takeoff climbs: have at least one seat in the vehicle for every two pilots and have all the pilots at the takeoff at least fifteen minutes before the pilots' meeting.

Finish the collections in the shortest possible time. Given the potential for cross-country flights, the difficulty of access to takeoffs and some areas in

possible flight routes, Pilots are obliged to follow the following rules.

takeoff climbs

The climb to takeoff will be carried out in several shifts, with a schedule set in advance by the Organization.

The pilots must be at the place and time indicated for the takeoff climb. Otherwise they will be considered not presented.

The organization is not responsible for the rise of the pilots to take off outside of their schedule.

The organization will not provide transportation for companions.

For no reason, they may use the vehicles established for the transportation of registered pilots while they are in use by the organization.

Pick up and transportation to venue

The collections will be made on paved roads, in no case along forest tracks or dirt roads.

The pilot will have to walk or go out by his own means to a main road or town, from where he will send the SMS.

It is mandatory to send the pilot number and the UTM coordinates by MSN and radio to the organization. The driver who breaks this rule will be sanctioned with zero (0) points for the day.

If the pilot changes place once reported, he must first ask the Organization for permission and report his new location.

Depending on the test of each day, the Organization may set limits to the pick-up area for the pilots. This point will be clearly stated in the day's briefing.

Every pilot is obliged to land at the closing time of the flight or arrival at the goal and not continue flying after this.

In the case of not adhering to this rule, the Organization is exempt from its obligation to pick you up, and you must return to the Organization's headquarters by your own means. In addition, you may be sanctioned with the loss of up to 50% of the points of the day.

COMPETITION TASK

The opening and closing times of the window, the start point and closing times of the flight and the flight of the day, will be published in the task panel.

take-off organization

The Organization may delimit the take-off zone, so that it is free of material and pilots, as well as establish an order for entry into the take-off zone.

Pilots flying out of competition will not be able to use the take-off area from 15 minutes before the opening of the window and until the time set by the Organization.

A pilot who enters the takeoff zone is obliged to takeoff, unless the Takeoff Judge allows it due to bad conditions. If you do not take off after 2 minutes or 3 attempts, you must leave the takeoff area.

A pilot who ignores the orders of the Takeoff Judge or behaves in an unsportsmanlike manner, may be sanctioned with all the points of the race.

The takeoff order will be according to the general classification of the event. For the first day the FAI ranking will be taken into account.

RE LAUNCH

Re-take-off will not be allowed, except in case of emergency, landing in the surroundings of the take-off, as long as it is carried out within the window hours, and after prior notification to the Competition Director.

ALTITUDE IN FLIGHT

To be defined, according to air spaces, etc.

Warning and penalties:

The following warning levels are established “Warning” Warning Type A Warning Type B

Height limit set, (To be defined).

Pilots who pass the test day (to be defined) in any phase of the flight, from the moment of takeoff to landing, will receive a type A warning. The type A warning does not generate a penalty in points.

- Pilots who exceed (to be defined) in any phase of the flight, from the moment of takeoff to landing, will receive a type B warning for each exceedance of this height. A Warning type B does not generate a penalty in points. 2 (two) Warning type B will generate a penalty of 0 points for the day.

- Pilots who exceed the height limit (to be defined) in any phase of the flight, from takeoff to landing, will be penalized 0 points for the day.

- The track presented after the round must have at least one point every 15 seconds and this point will contain the position and height of the pilot.

- It is the pilot's obligation to check whether or not his GPS complies with this requirement before the competition, as well as its calibration before the flight.

The track presented after the round must contain the track from the moment of takeoff after the opening of the window. If a track is presented that does not present the section of the line between takeoff and the Start Point or with cuts in the line, the pilot will be penalized with 0 points for the day.

Prohibited and restricted areas

In the download of WP, the participants find defined points (R1...) of prohibition of overflights in any condition and height. The pilot who flies over these points within the established radius to define them will have a penalty of 0 points for the day or disqualification from the event, depending on the severity of the fault. The contest director will determine the penalty within the written range.

The flight area (NOTAM polygon) defined for the competition, corresponds to the area where the pilots can fly and develop the races of the competition, the pilots must not leave the established margins of the defined area. Riders who do so will have a Type B Warning for the first start, 2(two) starts will generate 0 points for the day.

NOTE: Type B Warnings generated either by height or exit from the competition area are equally cumulative with each other.

GOAL

The goal is a cylinder established daily (they can change depending on the day) by the test committee

(ESS) End of Speed Section: This cylinder will serve to stop the time of each driver. Although the pilot will have to enter another cylinder centered on the same coordinates, to validate the goal.

However, and based on safety, the Competition Director may propose other radios. The goal will be counted using the recorded GPS track and time.

GOAL CLOSURE

The closing time of the goal will be established by the Task Committee and the Meet director, and will be displayed on the task panel, leaving the drivers who arrive later without race time.

Suspension, detention and cancellation. Security Committee.

If due to adverse weather conditions it is not possible to fly, the task will be considered

CANCELLED.

Once the race has started, it can be stopped for safety reasons, validating according to the provisions of the FAI Regulations Section 7.

The detection will be communicated by radio on the security frequency by the Competition Director.

The Director of Competition will appoint the members of the Safety Committee (Safety Commissioners), according to the remaining vote of the election of the pilots committee, in addition to being necessary, he may appoint extra support from people who do not compete.

The members of the Safety Committee may or may not be pilots in competition. There may be a Security Commissioner following the test on the ground and one or more in flight.

The Safety Commissioners and the Competition Director may require the pilots in flight in a certain area to provide information on the

conditions. It is mandatory to answer clearly, only the pilots who are asked should answer and only with the following information:

Name and dorsal number Height and location (with respect to the beacons that form the flight route) Level of flight conditions: Level 1: (good conditions) Level 2: (risky conditions, but the

flight can continue) Level 3: (dangerous conditions, in the pilot's opinion the sleeve should be stopped)

IMPORTANT:

In the event of an emergency event or public order situation that requires the aerial operation of state agencies in the flight zones, the test will be stopped and "all" the pilots must land immediately. This notice may be presented by the competition director or the director of transportation. The pilot who fails to comply with this rule will be sanctioned with immediate withdrawal from the event without the right to partial or total economic reimbursement of the value of his registration.

window closing

If necessary, the Competition Director may close the window by intervals of time, before the closing of the window indicated in the task panel. The director will take into account the restriction rules established by the flight site (Paragliding Paradise), however for the sake of safety and the proper development of takeoffs for all participating categories, a maximum wind limit will be established to take off from 30km/h

The time that the window is closed will be added to the window closing time indicated in the task pane, provided that the extension limit has not been set.

bonuses

A pilot in competition who lands to help another pilot with problems will be duly rewarded as established in the FAI Regulations (Section 7).

Scoring and Rankings

Scoring and rankings will be drawn up in accordance with the FAI Rules of Procedure (Section 7).

The Rankings will be published daily on the official page of the event.

flight safety regulations

All pilots are required to fly in frequency and safety.

The Competition Director will inform the pilots of the direction of rotation in the takeoff zone; this data will be detailed every day in the task panel.

The direction of rotation must be respected up to what is indicated in the task panel.

In the rest of the flight, the pilot will be forced to turn in the same direction as the pilots who are already in the thermal.

The Competition Director may exclude a driver from the competition for security or order reasons.

flight verification

The verification of the takeoff, flight and goal by GPS will be used exclusively.

RESPECT AND GENERAL TREATMENT

Any act of physical or verbal aggression by a participant, towards any member of the organizing team, staff, competitor, security team or any other person who may be directly or indirectly linked to the development of the Open Chiquimula 2022 event, will be sanctioned with Zero (0) points in the tests you have done and immediate withdrawal from the event, without the right to partial or total financial reimbursement of the value of your registration. And the due disciplinary report will be made to the FAI disciplinary commission.

SECURITY

The following regulations are extremely important and mandatory for all pilots:

COMPLY WITH SECURITY PROTOCOLS

- Always fly on the flight frequency and open security, for safety and for possible queries once in flight. Checks may be carried out on takeoff and in flight.
- Sign the Takeoff Control Sheet before taking off. In the event that the pilot does not take off, after having signed, he must sign again on the signature sheet, in the column, not taken off.
- Report within a maximum period of 30 minutes from the flight closing time.

- Download the manga track in the times established by the Organization (even the last day).

Violations of these rules will be sanctioned as follows: First offense: 50% of the points of the round (or previous round as the case may be). Second infraction: totality of the points of the round (or previous round as the case may be). The Organization will have the necessary information both to facilitate a quick collection of all the pilots, and to activate the emergency or rescue procedures to locate a lost pilot (possible accident) before night falls. It is advisable that each pilot has enough water and food once landed.

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ENVIRONMENT

Respect for the environment in which we move is an inescapable obligation for all. The basic rules set forth below are not only supported and respected by the Organization, but they are rules established and regulated by the Competent Authority.

It is totally forbidden to throw garbage or cigarette butts in takeoffs, landings or access areas; everyone must take their garbage, although the Organization will have containers for this purpose in the take-off area, as well as bags in the official transport vehicles.

It is strictly forbidden to make a fire in any area.

It will always be landed in places where the land used is not damaged or altered; The Organization reserves the right to penalize offenders, with loss of points in the day's heat.

ORGANIZER

Mr. Nelson Villafuerte

In addition to the local rules set forth in this document, the Championship will be governed by the FAI competition rules.

If there is any discrepancy between the documents, priority will be given first to the FAI rules (Section 7) and last to these Local Rules.

The organization reserves the right to make changes to these regulations in situations of force majeure or events that affect the majority of drivers.

August 10, 2022