

LOCAL REGULATIONS

FOR

2nd FAI Asian Paragliding Championship NISHIAWA

APPROVED BY CIVL – 3 December 2009



ASIAN CHAMPIONSHIP

Nishiawa
Japan
April 29th – May 9th 2010



Organized by:
2nd Asian Paragliding Championship Nishiawa Organizing Committee

ON BEHALF OF THE
FEDERATION AERONAUTIQUE INTERNATIONALE

These local regulations are to be used in conjunction with General Section and Section 7B of the FAI Sporting Code. Reference numbers for Section 7B used in this text should be crosschecked with the latest edition of Section 7B.

CONTACTS:

2nd Asian Paragliding Championship Nishiawa Organizing Committee

Tokyo Office:

c/o JAPAN HANG&PARAGLIDING FEDERATION

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URL: <http://asia.hangpara.jp/> Email: comp@asia.hangpara.jp

Local Office:

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Purpose

The purpose of the championship is to provide good, safe and satisfying contest flying in order to determine the Asian Champion and to reinforce friendship among pilots of all nations (Section 7, 2.2)

Program

Registration & Paraglider inspection	April,29 th	8:00-12:00	16:00-19:00
Training	April,29 th	9:00-17:00	
Registration & Paraglider inspection	April,30 th	8:00-12:00	16:00-22:00
Training	April,30 th	9:00-17:00	
Mandatory Safety Pilot Briefing	May,1 st	8:30-10:00	
Training(Task flight)	May,1 st	10:00-16:30	
Opening Ceremony & Reception	May,1 st	17:30-	
Competition day & Opening Ceremony at Take Off	May,2 nd	8:00-17:00	
Competition day	May,3 rd	8:00-17:00	
Competition day	May,4 th	8:00-17:00	
Competition day	May,5 th	8:00-17:00	
Competition day	May,6 th	8:00-17:00	
Competition day	May,7 th	8:00-17:00	
Competition day	May,8 th	8:00-17:00	
Prize giving & Closing Ceremony	May,9 th	11:00-	

Key Officials

Meet Director
Deputy Director
Safety Director

Kazushi Nishigaya
Hideaki MONJI
Alexander Kolesov

Score Keeper	Hideaki MONJI
Take Off Marshall	Koji MATSUMOTO
Transport and Retrieve Coordinator	Susumu KANAYA
Meteorologist	TBA

FAI Steward	Leonard Grigorescu, Romania
FAI Trainee Steward	Elsa Mai, Chinese Taipei
International Jury	Jury President Agust Gudmundsson, Iceland
	Jury Member Mansoo Chae, Korea
	Jury Member Ali Gali, France

1 ENTRY AND ALLOCATION PROCEDURE

1.1 Maximum Entry

The maximum number of pilots that maybe accepted in this Championship is 120.

1.2 Allocation Procedure

The Championship is open to all Member and Associated Member countries of the FAI. Initially, all the Asian NACs are invited to submit a team of up to 5 + 1 female as a national team. Additional eligible pilots from Asian countries and other continental regions may be accepted if there are available places and according to the following procedure.

Places will be allocated to Asian nations in order from the top ranked nation in the WPRS on January 1st 2010 down to the last ranked nation; if any places are still available the process will start at the top again and continue until a maximum of 44 pilots (in addition to the official team) per nation is reached. If any places are still left unfilled after entry deadline, entries will be accepted from suitably qualified pilots from other continental regions. Such entries will be accepted in WPRS order with one female pilot accepted for every 4 males accepted. This process continues until maximum number of pilots is reached.

Allocation of places will finish no later than March 29th 2010.

The host nation shall have the opportunity to enter the same number of pilots as the top ranked nation, providing all pilots meet the entry criteria stipulated in Section 7b 3.2.2 of the FAI Sporting Code and the Local Regulations.

1.3 Entries

All pilot entries (including official team members) should be made online through the official website

<http://asia.hangpara.jp/>

Entries must also be confirmed by the relevant NAC.

After checking the Official entry forms, the organization will send a message to confirm that it has received the entry form.

The registration of the entries will become effective only after the entry fees are paid.

1.4 Deadlines

The deadline for receiving the Official **entry form** for all team and non team pilots is 24:00 (local) on February 22nd, 2010.

The deadline for receiving the Official **entry fee** for all Asian pilots is 24:00 (local) on February 22nd, 2010.

Non Asian pilots have to pay the entry fee within one week from their announced selection.

Applications not received and entry fees not paid by the entry deadline will be refused.

1.5 Qualification requirements

The minimum requirements for a pilot to enter this Championship are :

On February 1st 2010 or in the 3 previous years a pilot has to have either:

- a) Ranked equal to or above 1500 in the WPRS for paragliding (cross country). Or
- b) Having flown 2 flights 30 km or more in FAI sanctioned paragliding competitions with more than 40 pilots.

1.6 Entry Fees

The Entry fee is:

- 40,000 yen Japanese for pilots
- 20,000 yen Japanese for team leader and assistants

Entry fees are to be paid through paypal or through Bank Transfer. In case of through paypal, invoice will be sent to pilots' mail address as soon as web entry has been completed.

The entry fee includes:

- Map with turn points
- Competition program
- Identify badges
- Daily itinerary with transport and retrieval details
- T- Shirt
- Turn point list
- General information
- Free access to all parties and social events

The following NACs will pay their entry fee (only of national team members) directly to CIVL/FAI account.

Korea, Kazakhstan and India

FAI bank account details:

Credit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH-1002 Lausanne

Switzerland

Account name: Federation Aeronautique Internationale

Account number: 0425-457968-32

IBAN Code: CH31 0483 5045 7968 3200 0

SWIFT/BIC Code: CRES CHZZ 10A

All the other pilots must pay their entry fee to the organizing committee bank account or use paypal system.

Organizing Committee bank account details:

Japan Post Bank Co.Ltd.

Account name: Asia senshuken jimukyoku

Account number: 16270-8171031

1.7 Refunds

All entry fees must be received in full before 24:00 on February 22nd, 2010 for all pilots except non-Asian country pilots. Fees will not be refunded to disqualified competitors.

Cancellations before 24:00 on March 31st, 2010 are 100% refundable minus all fees and charges for transfers and bank commissions.

Cancellations received after 24:00 on March 31st, 2010, will not be refunded.

The entry fees of pilots who are not selected will be 100% refundable minus all fees and charges for transfer and bank commissions.

2 GENERAL COMPETITION RULES

2.1 Registration

On arrival the team leaders and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information.

The Office will be open between 8:00-12:00 and 16:00-19:00 on April 29 and between 8:00-12:00 and 16:00-22:00 on April 30th.

The end of the official Registration Period is at 22:00 on April 30th, 2010, which is considered the official start of the competition.

2.2 Documentation required

- Evidence of competitor's nationality
- Pilot's valid FAI Sporting Licence
- Receipt of payment of entry fees
- Satisfactory evidence of glider airworthiness
- Certificate of insurance

Documentary proof in English or Japanese of insurance covering at least 100,000,000 yen Japanese for public liability risk (Third party) must be presented to the organizers before the start of the Championship, as well as a valid personal accident insurance covering at least 20,000,000 yen Japanese respectively for medical assistance and repatriation (S7, 2.12).

A Japanese insurance company can provide only third party liability insurance at the cost of 3,500 yen Japanese for those pilots who need it at registration.

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability)
- The Safety Form (updated information on the glider specifications and contacts in Nishiawa and mobile phone number which can be used in Japan)

2.3 Helmets

All pilots must wear helmet certified EN966 standard when flying.

2.4 Schedule and Time

The Headquarters will be open between 8:00-12:00 and 16:00-19:00 on April 29 and between 8:00-12:00 and 16:00-22:00 on April 30th.

The closure of the registration is at 22:00 on April 30th.

Mandatory Safety Pilot Briefing: May 1st 8:30-10:00AM at Meet HQ. Agenda items: Safety, transport, GPS, scoring, strategy & more. Pilots that do not attend the safety briefing will not be allowed to compete

Official time is UTC plus 9 hours.

TYPICAL DAILY SCHEDULE

- 07:30 - Team leader Briefing and HQ opens
- 08:00 - Daily registration of pilots
- 08:10 -Transport to take off from HQ
- 09:30 - Meet Director / Task and Safety Committee meetings
- 10:00 - Pilots' briefing /Task definition
- 10:30 - Take-off window opens
- 16:00 - Scoring office opens at the Headquarter
- 17:00 – Task closure
- 17:15 - Safe landing report deadline
- 20:00 - Scoring office closes
- 20:00 - Provisional results

This schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at the Daily Briefing.

3 COMPLAINTS AND PROTESTS

3.1 Complaints

A complaint must be made to the Meet Director or his deputy in writing, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously. The time limit for submitting a complaint is 2hrs after the publication of the provisional task results.

If the complainant is not satisfied with the outcome, he may submit a written protest to the Meet Director or his deputy (see next point). This protest will be dealt with by the Jury.

3.2 Protests

The time limit for submitting a protest is 2hrs after the communication of the result of the complaint..

Protests must be written in English and shall contain pilot name and competition number, delivered together with the protest fee to the Meet Director preferably by the team leader. When the team leader is not available, the pilot can deliver the protest himself. The Meet Director will present the protest to the Jury without delay.

The protest fee is 5,000 yen Japanese. If a ruling is made in favour of the protest, the protest fee will be refunded.

See FAI Sporting Code Section 7B, chapter 13, for additional guidance on preparing a protest.

4 TAKE OFF

4.1 Type

- Foot launch from hill side
- Launch will take place mainly on Mizunomaru (main take off)
Height 1100m above sea level / 1000m above ground
Up to 3 pilots can launch at the same time
- Sub take off: Mt.Santo. Height 730m above sea level/690m above ground.
Up to 3 pilots can launch at the same time for SW wind and up to 2 pilots can launch at the same time for NE wind.
- Sub take off: Mino. Height 510m above sea level/450 above ground.
Up to 3 pilots can launch at the same time for SE wind.

4.2 Launch method (according to S7 2.24.3)

In this competition an ordered launch method will be used. If this is used on the first day, the order will be according to the WPRS valid at the start of the competition (for those who have no WPRS ranking this order will be done by a draw at HQ registration), after that the most recent provisional overall competition ranking will be used.

First competition day: The top 15 male pilots and the top 5 female pilots based on WPRS have the right to enter in the take-off area whenever they want.

Following days: The top 15 male pilots and the top 5 female pilots based on the most recent provisional overall competition results have the right to enter in the take-off area whenever they want.

When re-take-off is allowed, the top 15 male pilots and top 5 female pilots will no longer have priority.

5 RADIOS AND MOBILE TELEPHONES

In this competition the organiser will provide one radio per each pilot and each team leader. It has only one frequency of 465.1875MHz. It is not allowed to use amateur band radio in the air.

The radio uses 5 pcs of 1.5v AA size battery. Batteries should be supplied by pilots.

In the interest of safety there are no restrictions on mobile telephone use.

NOTE: All pilots are requested to submit their mobile telephone numbers which can be used in Japan at the HQ registration.

The official **Safety Frequency** will be 465.1875 MHz.

6 RETAKE - OFF

6.1 A competitor will be allowed 1 take off to attempt the task within the stated take off period except when Mino take off is used.

A failed take off attempt or safety problem arising immediately after take off which results in a landing, will not count as one of the permitted number of take offs.

If such landing is not considered by the meet or safety director to be an emergency landing, re-takeoff will not be permitted.

6.2 When Mino take off is used a competitor will be allowed several take off attempts within the stated take off period.

When re-take-off is allowed, the top 15 male pilots and top 5 female pilots will no longer have priority.

Re-flight procedure will be explained at Mandatory Safety Briefing.

7 TASK PERIOD

Times of window open for take off and times for closing of the window, start time(s), goal closure and last landing will be displayed in writing on the task board. Takeoff can be stopped for periods of window open time because of safety reasons. The window will be extended for the total of the stopped time but not more than time stated at task briefing.

8 WIND SPEED

The maximum wind speed in which a task shall be flown is 7 m/sec, this shall be measured at Launch.

9 SCORING

9.1 For scoring the FS scoring program will be used and scoring formula will be GAP 2008. The flight verification software will be GPSdump+FS.

Those who reach ES (End of Speed section) but not goal will get no time points.

- The GAP and other scoring parameters for the competition will be announced at the first team leader briefing, in writing. Some parameters and options can be set for each task, announced at task briefing.

9.2 Team Scoring

The team score calculation is the daily sum of the scores of the 2 best pilot scores from the entire team on each task.

9.3 GPS track log evidence is the only way to verify and provide data for flights. The track logs of two or more GPS units together may be used to provide a required track log. To be considered valid, the GPS track log has to comply with the current requirements in Section 7B of the FAI Sporting Code, chapter 16

All pilots must, as a minimum, fly with one GPS unit capable of recording altitude as part of the tracklog (3D). Backup GPS units must also be 3D. 2D GPS units are no longer permitted in Category 1 events for providing flight evidence.

9.4 Only types of GPS devices that are supported by GPSdump latest version will be accepted

9.5 A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be a percentage of the winner's score for that day decided by the competition director

9.6 Pilots leaving before the start gate opened, are awarded minimum distance points

9.7 Pilots must fill in landing and safety forms after each flight to receive valid scores for the day.

9.8 The map datum used will be WGS84 and the format for coordinates will be: hddd mm.ss.s Time offset in Japan is +09.00 hours.

10 PENALTIES

10.1 Restricted Areas

Flying over restricted areas is unsporting, dangerous, and against the 2nd FAI Asian Paragliding Championship local regulations (according to S7B, 2.29.2).

Evidence such as GPS Track log, will be required to verify infractions. The restricted areas will be marked on the flying maps.

Competition Altitude Limits will be shown on the competition maps and all restricted areas will be clearly marked. Altitude from the pilot's track log will be checked using barometric altitude using the standard pressure setting of 1013.25hPa and verified using the scoring software. Primary units will be meters.

It is the pilot's responsibility to understand whether his instruments record and/or display barometric or GPS altitude, or both, and what corrections are made automatically. He must ensure his instruments are set correctly before he flies. A QNH pressure altitude for the day, with corresponding height, will be posted on the Task Board each day.

See Annex on Altitude Verification for further information

Penalties for verified infractions of controlled airspace or competition altitude limits will be applied as per Section 7B 2.29.2.1 & 2.29.2.2

10.2 Midair Collision

A Competitor involved in a collision must not continue the flight if the structural integrity of his/her glider is in doubt. Pilots involved can be scored as if they had landed at the point of the collision. **Midair collisions must be reported** to the Meet Director by all the involved pilots.

10.3 Power Lines

Pilots who hit a power line demonstrate a lack of the necessary skills for safe flight or landing and therefore will be excluded from the championship according to 2009 CIVL Sporting Code Section 7B, point 2.18.6.

10.4

Penalties may be assessed or competitors be disqualified for violation of any rule contained or referred to in this rulebook or in the 2009 CIVL Sporting Code Section 7B,

or for actions that endanger themselves, other competitors, meet officials, volunteers, or spectators. Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Meet Director. Penalties may be applied to the score of the day where the fault has taken place

As an example, a 10% day penalty will result in the competitor receiving only 90% of his/her score for that day. A 100% day penalty means that the competitor receives a zero for that day.

11 THERMALLING

All pilots must read and understand Chapter 17 of S7B, Thermalling Rules and Procedures

11.1 Turn Direction

Pilots must turn left on the calendar odd days and right on even days between the launch and start gate, or as stated at the daily briefing.

ANNEX ON ALTITUDE VERIFICATION

Introduction

For the purposes of altitude verification, the scorers will group GPS instruments into three broad categories:

Group 1: Instruments incorporating a pressure sensor to be able to record and/or display barometric altitude. (Some may also display GPS altitude)

Group 2: Instruments recording only GPS altitude

Group 3: Instruments (primarily Garmins) that incorporate a pressure sensor, such that the recorded altitude is a continuous updated combination of GPS height and barometric altitude.

Pilots should be aware of which altitude(s) each of his GPS units records and displays. Note that in some instruments there will be a difference between the pressure altitude height and the height displayed in flight. This can be up to 200 to 300m on a high-pressure, hot day.

GPS set-up

Group 1:

All the barometric instruments should be set at the task briefing, either with the predicted QNH for the day or with the take-off height (which then calculates the QNH automatically), displayed on the task board. It is highly recommended to set alti2 (if available) to QNE (1013.25hPa).

Group 2:

No special set-up. Pilots flying with GPS-only altitude units should be aware that there can be a difference between barometric and GPS altitude of up to 200 to 300m.

Group 3:

The auto-calibrate function must be switched off. And the unit must be calibrated to launch height or QNH taken from the task board.

Note: Restricted airspace will be indicated on maps provided.

Verification by Scorers (Using FSflight, SeeYou and CompeGPS)

To verify infractions of competition altitude limits, track log altitude data will be standardised using standard barometric altitude (Pressure Altitude) of 1013.25hPa.

Group 1:

Typically, all the Flytec/Brauniger instruments (Group 1) will download correctly and the Pressure Altitude will be recorded in the kml and igc track log.

Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers ($1013.25 - QNH * 27\text{ft/hPa}$) to derive the actual (standardised) flight altitude.

Group 2:

Pilots with instruments recording GPS-only altitude: The difference between the GPS altitude and the pressure altitude will be derived by referencing track(s) from an instrument used on that task that gives both measures (eg Compeo+/6030). The pilot's GPS altitude will be adjusted using this difference. For some units, the scorers may have to factor in the ellipsoid/geoid difference as well.

Group 3:

Due to the nature of these instruments, it is essential that the auto-calibrate function is switched off, thereby recording true barometric altitude. They will be treated the same as Group 1 instruments. It is recommended that pilots flying with an instrument in this group, fly with a back-up GPS from another group. Pilots flying with only Garmins are likely to be subject to greater scrutiny and more frequent altitude checks.