

Latvian Open Paragliding Accuracy Championship 2020 and Latvian PGA cup 1st stage (FAI 2)

LOCAL REGULATIONS

1 Objective

The objective of the competition is to determine best individuals (overall and female) and teams in PG Accuracy Landing.

1.1 The Winner

The Winner of each category will be the individual (overall, female) with the lowest aggregate score, where appropriate. The winners will be awarded with diplomas and medals.

Team winners - Team with the lowest score. Winners will be rewarded with promotion prizes.

1.2 Competition Site

57.252701, 26.894400 Stameriena, Gulbenes region on lake (ice) or land, according the weather condition.

HQ: 57.252701, 26.894400 Stameriena, Gulbenes region, guest house "Vonadzīņi".

1.3 Date

January 25.-26., 2020. Training round will be organized on first day of competition before competition. Reserve dates February 1.-2., 2019.

1.4 Organizers

Latvian Paragliding Federation (LPF), support Z-Pilots and klubs "Gulbenes Moto".

Competition Director: Normunds Pakulis, +371 26841427, info@paragliding.lv

Safety Director: Roberto Smuļko

Chief Judge: Andris Pāže

Event Judge: Inga Polennikova

Launch Marshal: Aldis Pāže

Head of Office (also accommodation): Baiba Lemberē, +371 29102655,

baiba.netlava@inbox.lv

Scoring: Andris Kuzmans

1.5 Event Schedule

January 25, 2020

Arrival, accommodation

9:00-10:30 Registration, draw of start numbers - guest house "Vonadziņi"

10:30-10:45 Opening ceremony, Pilots General and Safety Briefing on Competition Site

11:00-15:30(16:00) Competition Flights

14:00 Lunch at competition site

17:00-18:00 First Day Results

20:00 Dinner

21:00-23:59 Sauna

January 26, 2020

9:00 Briefing

10:00-13:30 Competition Flights (lunch at competition site)

14:30 Overall results, Award Ceremony, Closing Ceremony, Departure.

Organizers reserves rights to change schedule due to weather conditions or others objective reasons.

Changes will be voted in committee consisting of organizers, judges and representatives of pilots whenever possible.

1.6 Registration

Deadline for online registration – January 24, 2020, 17:00 local time.

Online registration: www.paragliding.lv.

Maximum number of pilots - 50.

1.7 Entry fee

Up to January 24, 2020 (inclusive) entry fee - 35 EUR, later – 45 EUR.

Entry fee should be transferred to account:

Latvian Paragliding federation

Reg.Nr.: 40008062282

Account: A/S SWEDBANK, LV77HABA0551012413176, HABALV22

with note "Participation fee for Latvian championship 2020, name/surname".

Entry fee includes take-offs on competition days, warm lunches and dinner for pilots and staff, tea at the competition site, medals, diplomas, cup, sauna, accommodation of pilots and judges.

If the event does take place, but for reasons of force majeure, it is cancelled or stopped, unused fees, as determined by local organizers (LPF), will be paid back.

1.8. Accommodation

57.252701, 26.894400 Stameriena, Gulbenes region, guest house "Vonadziņi".

The judges and staff are provided with sleeping rooms, and the pilots are provided with free sleeping in the sauna common room in one room on their own sleeping stuff (floor - tile, number of seats limited). Taking into account that the sauna in the sauna house is organized until 23:59, then sleeping in the sauna common room - starting from 23:59.

Other pilots can sleep in rooms for a fee. Room reservation - all info at Baiba Lemberē, whatsapp +371 29102655, baiba.netlava@inbox.lv.

Double rooms cost 42 EUR, VIP (2 + 1) - 70 EUR (payment at Baiba Lemberē). It is also possible to put a third person (or VIP - fourth) on your mattress in the same double room or rent a mattress with bed linen on site for 10 EUR.

Breakfast can be ordered on site, 6 EUR. The sauna has a small kitchen where pilots can prepare breakfast for themselves and their fellow travelers.

Pilots should bring their own bowl, spoon, fork and cup for tea. If necessary - sleeping bag, mattress.

Arrival is also possible from the afternoon of January 24, 2020, info / reservation at Baiba Lemberē.

1.9 Catering

There will be provided centralized two lunches on competition site and dinner at the first evening at sauna house for competitors and staff.

1.10 Classes

FAI overall

FAI women

Latvian PGA cup 1st stage overall (only Latvian pilots competing)

Latvian PGA cup 1st stage woman (only Latvian pilots competing)

Teams (team – 4 pilots max)

1.11 Requirements for pilots

Valid national PG license.

IPPI card with Para Pro 3 or higher category, if national license is incompatible with IPPI categories (only for the pilots who are not holders of Latvian PG licence).

FAI class: valid FAI license.

Ability to launch on winch towing in weather conditions specified in these rules.

Pilots should be prepared to demonstrate they have sufficient tow launch experience and skills.

1.12 Insurance

For Latvian pilots not mandatory but advised to have.

The foreign participant must submit a medical expenses insurance certificate valid in Latvia. The minimum coverage for this insurance shall be not less than EUR 30 000 and repatriation.

It is prohibited to participate in the competition if the foreign pilot has no health insurance.

1.13 Requirements for equipment

The organiser, preferably the Safety Director, shall make airworthiness checks during the competition. At any time during the championships, the organisers and officials have the right to inspect any competing glider and, if necessary, ground it for safety or non-compliance reasons.

The organisers shall apply any other penalties listed in S7C and the Local Regulations for non-compliance with class or airworthiness standards. All competing pilots are to cooperate with the organisers and officials.

Equipment must comply with pilot qualification in accordance with the requirements in S7C.

Only EN-Certified paragliders are permitted to fly and are safe for winch towing.

All pilots must fly with a harness and back protector combination in the configuration that has been tested to LTF09.

All pilots must wear a helmet, certified to either EN966 (HPG), EN1077-A and -B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying.

Pilots must carry a serviceable reserve (emergency or rescue) parachute. Pilots shall make sure that they are within the maximum certified weight of the reserve parachute.

Tow release system.

Footwear must be suitable for a safe landing in all valid wind conditions. Heel and tip of competitor's footwear must not be modified such that it can damage the automatic measuring device. Any footwear addition must be made from soft rubber.

In accordance with S7C, effective from 1 may 2019 chapter 8.3.4 Footwear. The Chief Judge, the Event Judge and the Launch Marshal shall have the right to inspect the pilot's shoes before the start and after landing.

The pilots must to carry a radio which is able to receive and transmit on the defined safety frequency. The safety frequency must be set and used during the flying. Radio frequencies will be specified at Mandatory Briefing.

Voice activated microphones (VOX operated) are strictly forbidden.

The use of radios, mobile phones or any other means of communication to coach competitors to the target (other than for safety reasons) is strictly forbidden.

1.14 Precautions

Alcohol during competition is prohibited. Launch Marshall has the right to perform alcohol control before launch. Allowed alcohol concentration in blood - 0,0 promiles.

1.15 Safety director rights

Do not allow for pilots to participate in competition with inappropriate equipment.

Dismiss pilot from competition if his qualification does not comply with provided documents.

Dismiss pilot from round if pilot's qualification is insufficient for current flying conditions, which do not exceed the limits specified in this document.

1.16 Pilots obligations

Comply with competition rules, morale and ethics.

Attend briefings.

Execute instructions of the organizers.

1.17 Risk

Flight equipment and other property is everyone's responsibility during the competition. By registering, participant refuses of any claims to the organizers in connection with injuries and property damage. All pilots must sign a Waiver declaration.

2 Site and Equipment

2.1 Target

The target radius is 5.00 metre. Falls is scored to 10.00 metre. Location of the target allow landing from any direction and it is defined by Chief Judge and Competition Director. The target may be relocated during the event (though, not during the same round). 15 cm radius automatic measuring device is used at target centre, the results being indicated at the screen outside the target. In case the AMD is out of order, distance is measured by the judges. A clearly marked circle is set at 0.5 m, 2.5 m, 5 m and 10m radius, measured from the edge of the dead center disc to mark the area where competitor's scores are determined. The marking of circles is indicative and not intended for scoring.

Target must be of non-slippery material, even if the weather is humid or there is frost or ice.

The target and target area should be flat and free from long grass, vegetation and flora that may interfere with marking a landing point. Grass should be mown to a low level (nominally 50 mm).

The Chief Judge shall approve the target surface and set up.

Take-off by winch, tow height 100-120 m.

2.2 Measuring field

Measuring field is a flat area where competitor's scores are measured. It is represented by clearly marked circle. Radius of measuring field is 5 meters. The target should be of such material (grass, sand, carpet etc.) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken. The Chief Judge and Event Judge shall determine the area around the measuring field that will be restricted to Duty Competition Officials only (minimum 20 m radius from the target).

A pilot confirms his result by signing next to his score in the results list.

2.3 Indication of Wind Direction

A high visibility windsock and wind direction indicator is located in the target area and at a minimum of 5 m above ground level.

There shall be at least four light wind direction indicators (i.e. streamers) to indicate wind direction in winds of less than 1 m/s. They should be located within each quadrant of the target area approximately 15 m from the AMD. They shall be a minimum of 1,5 m long and mounted so that the trailing end is clear of the ground. They should be of a bright color(s) in contrast to the target area and clearly visible from the air.

2.4 Wind Speed Recorder

The wind shall be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m above ground level. Wind sensor must not prevent a pilot to land in the target.

In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of alternative electronic or mechanical instrumentation for the completion of the competition.

3 Competition

3.1 Number of Rounds

Minimum rounds – 1, maximum – 8. The results obtained in any round shall count towards individual, only when a round has been completed (i.e. all of the competitors have received a score or a penalty). In the event of a break in the competition in the middle of a round, the competition shall be resumed from where it left off.

3.2 Contest Numbers

Pilots shall be drawn to random flying order. Random order shall be determined personally during registration and shall be valid during all competition day. Each pilot must display his contest number on his leg.

Last round order should be set according to current results of previous rounds, starting with pilots who have accumulated maximum scores, if weather condition is suitable for that.

3.3 Take-off

On competition days competitors must follow the determined order. Competitors not ready to start in the established flying order when called forward by the Launch Marshal or those who launched without the Launch Marshal's permission, will be liable to maximum 500 score penalty instead of their score for that round. Take off time – min 2 minutes, but may be adjusted as appropriate by the Launch Marshal. If a Pilot has failed to take-off three times by his/her own fault, the Pilot will be liable to a maximum score penalty in for that round.

3.4 Pilots separation

Pilots flying shall separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed and may lead to maximum score penalty, it may be regarded as dangerous flying.

3.5 Signalling Reference

The official signal for pilots in the air to fly away from the target (for safety reasons) is person or persons at the Measuring field waving a red signal flag.

3.6 Re-launches

A competitor may only request a re-launch following a disputed flight by applying to the Chief Judge / Event Judge at the target before signing for his score. The competitor must register his request for re-launch with the result Recorder before communicating with any other person (with the exception of the Chief and Event Judges). The Chief Judge / Event

Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge decides so) video evidence. **Note:** The video is not shown to the pilot. At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled.

Re-launches shall take place as soon as possible during the current round or the subsequent round. If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot. Refer to Complaints and Protests in S7C.

Any complaint or protest with the scores must be lodged within the time specified. After the scores are posted, any score that has not been signed for is deemed to be a resolved complaint, unless a protest is lodged. At the end of this time the scores for the round will be declared as Official.

A re-launch may be granted only for the following reasons:

- **Wind Speed** - The wind speed exceeds the specified limit during the time of 30 seconds before the competitor lands. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.
- **Target Obscured** - The target is obscured during a competitor's final approach and the pilot makes a clear signal that he is flying away and does not attempt to land on the target.
- **Judges Disagree** - The judges are unable to agree an accurate score for any reason.
- **Safety Reasons** - The competitor changes his flight plans for safety, does not then attempt to land on the target and makes a clear signal that he is flying away.
- **Distraction** - If there is any significant external distraction which demonstrably affects the competitor's target approach and the pilot does not attempt to land on the target and makes a clear signal that he is flying away.
- **Judges' Discretion** - At the Judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight), which is not a result of the pilot's poor pre-flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a considered final approach. A re-launch may be authorised provided that the pilot does not attempt to fly to the target.

4 Limitations

4.1 Wind Speed

The maximum permitted wind speed for the competition scoring is 7.0 m/s. If it is deemed likely that the wind speed exceeds 7.0 m/s during a competition flight, the competition will be halted until the wind reaches sufficient speed. The upper winds, which are not measurable, are not taken into consideration.

5 Scoring

5.1 Method

Competitors shall be scored on the distance in centimetres between the landing point (first point of ground contact) and the edge of the dead centre disc. The score shall be 0 if the

landing point is at the dead landing disc. In case a pilot hits the ground at several points simultaneously (e.g. with both feet or full foot), the most far-way point shall be measured. If competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius. Landing has to be made on feet. If competitor falls at landing, he scores a maximum score. Falls will be scored to 10.00 metre.

A fall means if any part of the pilot's body (other than his feet) or equipment (excluding the speed system, stirrup or tow yoke) touches the ground before the wing or before the competitor has exited 10 m from the target.

5.2 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by the competitor. When five or more valid rounds are completed, the worst one individual score is dropped. Every officially registered competitor should fly at least once during the competition to remain a valid, scoring competitor.

5.3 Team Scores

Team consists of maximum 4 pilots. The team score for each round shall be calculated as the aggregate score of the best 3 scores achieved by members of the team. In case a team has less than 3 competitors, a maximum 500 penalty scores will be awarded to the each missing team member (e.g. if there are only 2 competitors in a team, the team's score for that round will be the aggregate of the score achieved by two competitors plus one maximum score).

5.4 Tied Scores

In the event that due to weather conditions it is not possible to make the decisive flight between the first three podium places and for other pilots with the same result, the pilot with the highest score of 0 cm shall be declared the winner. If they are the same, then the highest scores are scored as follows: 1cm, 2cm, etc.

5.4 Validation of Scores

As soon as possible, when the round ends the recorder shall post the scores from the round (with the posting date and time clearly identified) on the main briefing board labelled PROVISIONAL. Any protest with the scores must be lodged within 1 hour of the scores being posted. At the end of the 1-hour from posting the scores the round shall be declared as OFFICIAL.

6 Complaints and Protests

Complaints and protests shall be solved according to the Section 7 and General Section. A complaint may be made to the Chief Judge, preferably by the Team Leader, in writing or verbal to request a correction. Chief Judge gives an answer to the complaint. CJ/EJ may watch the video or/and talk to judges.

Note: The video is not shown to the pilot.

If the complainant is not satisfied with the outcome, a protest may be made, preferably by the Team leader, in writing, in English using the protest form template.

Competition participant may give his protest to the Chief Judge or Event Director. Protests shall be given in written form pointing reasons, violated rules and demands. Giving the protest shall be paid by 20 EUR deposit. If a protest is satisfied the deposit is given back. Protest is given in 1 hour after official results are declared. After the protests are considered or in case of no protests in 1 hour the results are declared as FINAL. After the final round protest must be submitted within 0.5 hour.

7 Penalties

The Meet Director or Chief Judge shall impose penalties for infringement of, or non-compliance with, any rule in the Sporting Code or Local Regulations.

The penalties imposed by the Meet Director /Chief Judge shall be at his discretion and may be one of the following:

Dangerous or aggressive flying

1st offence: warning.

2nd offence: maximum score for the round.

3rd offence: disqualification

Radio coaching

1st offence: maximum score for the round.

2nd offence: disqualification.

Abuse of officials or bringing the sport into disrepute

1st offence: warning.

2nd offence: disqualification.

1st offence: warning could be imposed by Event Judge.

Pilot may be disqualified from current competition because of any contravention of these competition rules. Any person participating in the current competition may be eliminated in case his behaviour harms the reputation of the competition. Pilot might be eliminated from the current competition in case he raises any threat for his or any other person safety. The pilot can't exert any pressure or insult on the staff and the judges, for which pilot will be disqualified from current competition immediately without receiving first penalty as warning.

Reports of accidents, incidents, official warnings and disqualifications will be sent to CIVL asap.