



Paragliding club Adrenalins www.adrenalins.lv (Latvia)
in cooperation with Latvian Paragliding Federation
www.paragliding.lv,
Club Mad Pilots www.madpilots.lt (Lithuania)
and Club Aerosport www.aerosport.ee (Estonia)

Baltic Open Paramotor Championship - BOPC 2015

LOCAL RULES & REGULATIONS

These rules combine and are derived from the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to Paramotor Championships and previous paramotor competition rules of Baltic Countries with modern additions and specific rules of Latvia.

The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

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1. General

1.1. Introduction

1.1.1 In addition to these rules there will be Task Catalogue published as a part of these Rules according to the championship class and the Notice according to the competition.

1.1.2 Possible amendments and changes to these Rules are published in Notice and explained at briefings.

1.2. Objectives

1.2.1 The objectives of BOPC 2015 are:

- to determine the most fast, precise, targeted and simply the most friendly and funny Pilots from the Baltic Sea region (Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden) at the Individual and National team's score;
- to foster the happiness among the Pilots getting from flying, to share the experience and to develop the skills and knowledge of the Pilots.

1.2.2. To help the Baltic Sea Countries to select the best Pilots and National teams to represent Baltic Sea paramotor sport at international competitions (European Paramotor Championships, World Paramotor Championships, World Slalom Championship, etc.) in class PF1 (Foot launched paramotor)

1.2.3. All visiting Pilots outside Baltic Sea countries are welcome to take part and to compete at BOPC 2015.

1.3. Format

1.3.1. BOPC 2015 will be held in the form of a single contest in class PF1 at Individual and National team's scores.

1.3.2. For BOPC 2015 to qualify as a valid National championships contest:

- there must be a quorum in a class of no less than 5 (five) competitors registered;
- the contest must contain at least three tasks.

1.3.3. If a quorum - minimum 5 (five) pilots from the same country - not being present at BOPC 2015, the pilots may still take part at BOPC 2015 but the scores cannot be counted towards the national championship contest.

1.3.4. Notice should be published not later than 3 (three) months before BOPC 2015.

1.3.5 Baltic Sea Countries are determined as all 9 countries around Baltic Sea: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden.

1.4. Language

The official language of BOPC 2015 is English. However, other languages may also be used, according to the common agreement or translators used.

1.5. Notice

1.5.1. Time, place, entry, fees, program and the terms and any other terms are important as well as the possibilities for training and other important information should be published in the Notice.

1.5.2. Notice will be published at internet web pages: www.bopc.eu, www.paragliding.lv, www.adrenalins.lv, www.madpilots.lt, www.aerosport.ee.

1.6. Organizer and Marshals

1.6.1. According the decision of paragliding clubs of the Baltic states, the Organizer of BOPC 2015 is determined the paragliding club “Adrenalins” (Latvia) in cooperation with Latvian Paragliding Federation, paragliding club Mad Pilots (Lithuania) and paragliding club “Aerosport” (Estonia).

1.6.2. The responsibility of the Organizer as soon as possible but no later than 6 (six) months before BOPC 2015 is to appoint Competition Director and Chief Marshal and if necessary – other officials.

1.6.3. All participating countries are expected no later than 2 (two) months before BOPC 2015 to provide Marshals and, if necessary, other officials to help Organizer in contest organizing, running and decision making.

1.7. Results and Awards

1.7.1. A printed contest result sheet and put on display (Official Notice Board) or electronically shall be made available after calculating these results at the end of each task.

1.7.2. A preliminary competition results should be available to all competitors at the end of the competition on Official Notice Board no later than 30 (thirty) minutes before the official closing of the competition which will be announce at Notice and they become official after all possible disputes and changes, checking and confirming.

1.7.3. There will be awarded the following pilots: BOPC 2015 score – 3 (three) best results by the Organizers and National team score - 3 (three) best results by the officials of the representing countries.

1.7.4. Other results will be awarded according to the Organizer's possibilities.

1.7.5. The title “Baltic Open Paramotor Champion 2015” can be awarded only to the competitor holding National Sporting License, issued in any of Baltic Sea countries.

1.7.6 The title “Baltic Open Paramotor National Teams Champion 2015” can be awarded only to the national team where the all members holding National Sporting License, issued in any of Baltic Sea countries.

2. General Competition Rules

2.1. Powered Paragliders

2.1.1. Responsibility of the competitor is that the aircraft and equipment provided by the competitor and will be used at BOPC 2015 must be of a performance and safety standard suitable for the event.

2.1.2. All take-offs and landings in the competition (class PF1) must be made on feet without the assistance of any unauthorized 3rd part, any kind of vehicle or any external assistance.

2.1.3. Each participating paramotor unit must be made available during the registration period for an acceptance check in the configuration in which they will be flown. At the entry the checking and photos of the paramotor will be made.

2.1.4. It is the pilot's responsibility to ensure that all participating paramotor units are safe and in an airworthy condition and it will be approved by the signature of the competitor at the entry.

2.1.5. The Director, Chief Marshal, Marshals or any other Officials at any time during the competition may check the condition of any paramotor at the presence of the competitor.

2.1.6. The aircraft shall fly throughout each contest as a single structural entity using the same set of components as used on the first day except that propellers and spark plugs may be changed. If a pilot wishes to change any other component then they must ask the permission of Technical director – Marshal and obtain the approval of the BOPC 2015 Chief Marshal. After any replacement the Pilot should obtain the permission of Chief Marshal go forward with the next task. However, any replacement is allowed only to equivalent or less powered/effective part.

2.2. Entry

2.2.1. The Organizer by publishing the Notice also announces the deadline for pre-registration which is not shorter than 4 (four) weeks before BOPC 2015. The permission to take part at BOPC 2015 the Pilot will receive no later than 2 (two) weeks before BOPC 2015. It is the deep interest of the pilot to pre-register as early as possible after the publishing of Notice. Organizer is going to approve the participation of the pilot according the order of the pre-registration, qualification (FAI licence) and ranking according the FAI.

2.2.2. The rules of the pre-registration, incl. late pre-registration, the waiting list, terms, entry fee and the other information is going to be published in Notice.

2.2.3. The minimum age of the participants is 18 years. The maximum age is not defined.

2.2.4. Each competing Pilot must have gained at least 30 (thirty) hours as Pilot on the class to be flown and must be prepared to prove it to any Officials at the moment of the registration at the venue. In case the Pilot cannot prove the appropriate qualification, the Pilot can still take part in BOPC 2015 but only with the permission of the direct instructor of the Pilot, which is going to approve it by the signature at the registration sheet.

2.2.5. After arriving at the BOPC 2015 venue, each of the competitors are going to the registration desk. The registration consists of the following steps:

- 1) the registration of the pilot and documents checking (ID, licence, insurance) and getting the check-list,
- 2) paying the registration fee (if not made by the bank transfer before),
- 3) signing of liability of the personal responsibility,
- 4) getting the start number,
- 5) registration of the recording devices of the flights (type, serial, number) and compatibility test for the data reading;
- 6) paramotor checking,
- 7) individual briefing on internal rules at the BOPC 2015 area,
- 8) getting the other important and actual information.

2.2.6. The entry fee will be announced by Organizer in the Notice and it should be paid at the registration at venue the latest.

The entry fee includes:

- Competition (and training) operations (setting the competition area, operating the tasks, displaying the results, publishing, opening and closing ceremonies, briefings, prize-giving etc.).
- All competition materials (maps, task descriptions, starts numbers, awards, etc.);
- Environmental fee (toilets, waste management, parking);
- Weatherproof overnight storage for aircraft and equipment leaving, checking and remoting if it is necessary.

2.2.7. The Organizers can close the pre-registration if the number of pilots is going over 50 (fifty).

2.2.8. At the National score there are 3 (three) the best results from the each country counted and only if there is at least 3 (three) pilots from at least 3 (three) Baltic Sea states. There is no separate registration for the National score.

2.2.9. Any other score (teams, mix, female/male, etc) will be announced at the Notice and will be held only if there will be at least 3 (three) participants or at least 3 (three) teams.

2.3. Insurance

2.3.1. The Organizer is responsible for the insurance to the third parts (liability insurance). The liability insurance to the participants is recommended but not mandatory. The Pilot take all the responsibility to the third parts by approving it by the signature at the registration sheet.

2.3.2. The Organizer is responsible for the health and accidents insurance of the involved Officials. The health and accidents insurance is mandatory to all the competitors and it will be checked at the registration.

2.4. Complaints and Protests

2.4.1. Any of the competitor can apply for the complaint if there are any of inadequacy finded according the BOPC 2015 format. A complaint should be made to the Chief Marshal with the minimum of delay.

2.4.2. Chief Marshal should handle the complaint in the fastest possible way and to organize at least 3 (three) Marshals meeting, if necessary. Any complaint is going through the Marshals committee is going to be registered at the special register at the venue is free available to any of the competitors.

2.4.3. If the competitor who applies the complaint is not going with the decision, the competitor may apply in the written form the protest to the Competition Director. Any protest is going to be register in the special register at the venue is free available to any of the competitors. The protest fee is EUR 20,00 (twenty euro).

2.4.4. Protests are revised by the Marshals committee consist of at least 6 (six) Marshals.

2.4.5. The protest fee will be refunded if the protest is upheld or withdrawn before the start of the proceedings.

2.4.6. Protests can be applied only about the decision of the Chief Marshal.

2.4.7. The time limit for protest is 1 (one) hour after publication of the official task results, except that after the last task of a contest – 30 (thirty) minutes.

2.5. Radio

2.5.1. The Pilots are not allowed to use the radio for the any communication during the competition.

2.5.2. The Officials are going to use the radio according the good practice principles.

3. Flying and safety regulation

3.1. Briefings

3.1.1. After the opening ceremony the Chief Marshal is leading the pre-competition briefing on:

- 1) safety rules,
- 2) local flying regulation at the airfield and in the air;
- 3) information on airfield parameters, specific running rules;
- 4) task management procedures;
- 5) meteorology;
- 6) Officials (Technical Director - Marshal, Marshals, Assistants of Marshals, volunteers, etc.);
- 7) any additional information as deemed necessary.

Pre-competition briefing's time and place will be announced in the Notice.

3.1.2. Task briefings will be held before the each Task. The time and place for Task briefings will be displayed on Official Notice Board. It's each competitor's responsibility to be informed about tasks briefings information.

Full task details and any additional information deemed necessary will be given (take off and landing time, place, flights trajectory, Marshal's operations, restrictions, any additional rules is important for the safety of the flights, etc.).

3.1.3. Attendance at all briefings is mandatory for all competitors. All the Pilots are expected to pay full attention to the briefing staff at the Task briefings.

3.1.4. To be late, to repeatedly interrupt or to miss the Briefing can result in a pilot being punished – warning, zero points, 20% penalty or other.

3.1.5. All flight requirements given at the Task briefings carry the status of regulations.

3.2. Mandatory equipment

3.2.1. The helmet is mandatory at any time the Pilots:

- 1) are ready to take off,
- 2) running the engine at the safety area or next to the take off area.

For the unwearing the helmets in the situations described above the competitor can get the warning or disqualification. The warning can be given by any of the Marshals. The disqualification can be given only by the Marshals committee. A flight without a helmet will result in immediate disqualification from the competition.

3.2.2. Reserve parachute is mandatory to all the pilots, except the tasks, which should be done in the altitude less than 50 (fifty) meters (slalom tasks, for instance).

3.3. Prohibited equipment

3.3.1. There is no limitation on use of any type of equipment and devices for the tasks, except for equipment and devices which is considered unfair towards other competitors or dangerous by the Chief Marshal

3.3.2. Prohibited equipment and/or devices for the exact tasks will be announced at the Task briefing.

3.4. Fitness

3.4.1 A pilot may not fly unless fit.

3.4.2 The use of any drugs, medication and alcohol during the tasks are prohibited. The pilot is taking the full responsibility in case he/she is using any medication for the health. Any alcohol, drugs or medication taken which might affect the pilot's performance in the air must be reported to the Chief Marshal immediately by the person fix it. The tests on prohibited substances can be organized at any time and any place during the competition but only with the premission of the Chief Marshal.

3.4.3 Every competitor has the full responsibility to fight against doping. Anti doping control may be

undertaken on any competitor at any time. The decision to impose anti doping controls may be taken only by the Competition Director.

3.4.4 It is the pilot's decision as to whether he/she flies or not.

3.4.5 In case the pilot considers not fit to fly (through illness, fatigue, prohibited substances, no interest, etc), it is pilot responsibility to inform the Chief Marshal before the task.

3.5. Preparation for Flight

3.5.1. Each paramotor unit shall be pre-flight checked by its pilot. Pre-flight checking before the each task is allowed only at the Technical safety area.

3.5.2. Flying is allowed only with a paramotor unit in good operational condition.

3.5.3. Each competitor is obliged to assess the weather conditions with reference to his/her own capability as a pilot, the performance of his/her equipment before making a decision to fly, health and other issues.

3.5.4. Each pilot take off, flies and land entirely at his/her own risk.

3.6. Airfield Discipline

3.6.1. Marshals flag's signals, take-off and landing, flights trajectories and waiting areas patterns will be given at the Task briefing and must be complied with. Non-compliance will be penalized: warning, zero points, 20% penalty or disqualification.

3.6.2 For one task, the same flying scheme will apply throughout the entire task.

3.7. Flights limitation

3.7.1. All flights out of the task time and area, all manoeuvres during the flights are considered danger to the pilot, other aircraft or the public are forbidden, whether a danger. Unauthorized aerobatics is forbidden.

3.7.2. The flight in bad weather condition or clouds is strictly forbidden.

3.8. Collision Avoidance

3.8.1. The general regulation of the flights with the paramotors, tasks rules and local regulation of the flights at the venue must be observed.

3.8.2. It is every pilot's responsibility to avoid a collision.

3.9. Test and other flying

3.9.1. No competitor may take off during the competition from the contest site without the permission of the Chief Marshal or Take-off Marshal.

3.9.2. This permission may be indicated through the oral, flags system or other, according to the direction given in the Task briefing.

3.9.3. The permission for a test flight may be given by the Chief Marshal.

3.9.4. Training flights prior the tasks is forbidden throughout the entire competitions.

3.10. Damage to a Competing Aircraft

3.10.1. The Chief Marshal must be informed of any damage or inadequacy to a paramotor without delay. Any repair can be done only with the permission of the Chief Marshal and only at the technical safety area. Any replacements must be conforming to the specification of the unit have been reported at the registration. There can be replacement done to the similar or lower performance with the permission of the Chief Marshal.

3.10.2. Change of any major part such as a wing, engine or frame/cage will result in penalty or disqualification.

3.11. External assistance to Pilots

3.11.1. Any external assistance for to be better ready for the flights is positively encouraged until a

competitor enters the take-off deck to start a task. From that moment onwards, all external assistance is forbidden except from the Chief Marshal. Failure to comply may result in penalty or disqualification.

3.11.2. Assistance from fellow competitors is not permitted unless authorized by the Chief Marshal.

3.12. Flags

3.12.1. Flags may be used for the better task management.

3.12.2. Possible flags and their functions will be presented at the briefings.

4. Tasks

4.1. General

4.1.1. To count as a championship task all pilots will be given the opportunity to have at least one flight with time to carry out the task.

4.1.2. If a pilot returns to the take-off/landing deck within 5 (five) minutes of take-off for the safety reasons, the pilot will be permitted for the restart without penalty. The restart is allowed only with the permission of the Chief Marshal and according given direction by Chief Marshal.

4.2. Official Notice Board

4.2.1. The Official Notice Board is the place where all the official information necessary to the competitors is displayed (Briefings time and place, Tasks description, other announcements of the BOPC 2015, etc.).

4.2.2. It is the pilot's responsibility to be informed about any changes in the program that is displayed at the Official Notice Board.

4.2.3. Information appearing in the Official Notice Board can be accompanied with audible signal to get the best attention of competitors.

4.3. Task period

4.3.1. Times for take-off, closing of take-off windows and last landing will be briefed.

4.3.2 The Chief Marshal may suspend, shorten or cancel flying after take-offs have started, if he/she considers that to continue flying is dangerous. Main reasons can be related to unexpected weather conditions or Force Majeure.

4.4. Type of tasks

4.4.1. The Task catalogue contains the most of the tasks. The Chief Marshal will endeavour to set some of those Tasks or similar tasks. He/she may, however, choose to set Tasks that are not in the catalogue.

4.4.2. Tasks are divided into 4 (four) categories:

- 1) Flight planning, navigation, planning of the estimated time and speed with unlimited fuel;
- 2) Fuel economy, appropriate speed, duration and endurance tasks, with limited fuel;
- 3) Precision on take-offs and landing accuracy;
- 4) Low flying (slaloms)

4.4.3. The Chief Marshal may combine within one flight the tasks from one category with another categorie's tasks or set up separately.

4.4.4. It is the pilot's responsibility to be informed about all the possible tasks and understand them.

4.5. Take-off / landing deck

4.5.1. A take off/landing deck is a clearly marked area of at least 100m x 100m.

4.5.2. There can be separate areas marked for take off and landing tasks.

4.5.3. A take off/landing deck is a prohibited area to any unauthorized person. The take off/landing deck is available only to Marshals and restricted number of Pilots. Any other person, if it is necessary indeed, can be authorized but only by the Chief Marshal.

4.5.4. A take off/landing deck will have at least one wind-sock installed as close as possible to the boundary.

4.5.5. Unless briefed otherwise, all take-offs and landings are to be made within take off and landing deck.

4.5.6 Any possible exceptions, depending on the task, are going to be specified at the Task briefing.

4.6. The Airfield Boundary

4.6.1. The Airfield boundary is going to be announced at the pre-competition briefing and it is the recognized

boundary of the airfield upon which the take off/landing decks are situated.

4.6.2. Any possible exceptions, depending on the task, are going to be specified at the Task briefing.

4.7. Take-off

4.7.1. No Pilot may take-off without permission from the Chief Marshal or Marshal.

4.7.2. Either a given ascending/descending order of the start number, results of the previous day or window open time of take-off may be applied to the task. The take-off order will be announced at the Task briefing.

4.7.3. All take-offs, unless otherwise briefed or with the permission of Chief Marshal, must be executed entirely within the landing deck. Failure to comply will result in a penalty of 20% of the Pilot's take-off score.

4.7.4. Any restart is allowed only after the permission of the Take-off Marshal and in the line with the decision of Chief Marshal. Failure to comply will result in 0 points for the task.

4.7.5. The Chief Marshal may restrict and Take-off Marshal should control the number of Pilots on a Take-off deck at any time.

4.7.6. If the Pilot is causing unreasonable delay on Take-off deck, according to the decision of Chief Marshal, warning or 20% penalty may apply.

4.7.7. A "clean" take-off for PF1 class is defined as a "take-off attempt in which the canopy does not touch the ground between the moment it first completely leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne".

4.7.8. Ground handling to 'build a wall' with the engine off is not considered part of the Take-off attempt. The canopy must be on the ground when the engine is started.

4.8. Landing

4.8.1. All landings must be effected entirely within the Landing deck.

4.8.2. The Pilot may be liable to penalty if he/she or any part of his/her equipment touches the ground outside the landing deck.

4.8.3. At the accuracy tasks the Pilot should make "Clean" landing.

1) "Clean landing" is landing on two feet or one knee without falling over by any part of the body or equipment.

2) Landing process is considered completed at the moment the wing is touching the ground.

4.8.4. In tasks where the Pilot is asked to land with switched his/her engine off, the result is scored if the pilot after the switching off the engine above the exact target is going to make at least 1 (one) full round around (360').

4.9. Delay at Landing

4.9.1. Pilots should seek to clear the landing area as quickly as possible. If a Pilot or any part of his/her equipment is going to be at Landing deck over 3 (three) minutes then 20% penalty will apply. If this delay is the reason for another Pilot not to finish the task, the Pilot can make restart.

4.9.2 Landings outside the Landing deck but within the airfield boundary will attract a 20% penalty.

4.9.3 Landings outside the airfield boundary are considered Outlandings.

4.9.4 Pilots 'abandoning' their equipment on the Landing deck will be liable to penalty – warning or disqualification.

4.10. Outlanding

4.10.1. Any touch of the ground by Pilot or equipment outside the airfield boundary is forbidden.

4.10.2. The default rule is that Outlanding will score 0 and any exception will be briefed at the next task briefing

4.10.3. Upon Outlanding (planned / unplanned) a pilot must contact the Chief Marshal immediately to declare the location, the reason of outlanding, fitness and health condition and getting the instruction on retrieve (getting back).

4.11. Emergencies

4.11.1. After the landing the responsibility of the Pilot is having folded his/her canopy immediately. If the canopy is not folded longer than 3 (three) minutes after the landing it's the signal that Pilot is in need of assistance. Any Pilot or Official who detect this kind of the situation is responsible for:

- 1) provide the necessary assistance, in the same time by minimizing any risk to itself or any people around;
- 2) as soon as possible to contact the Chief Marshal and inform about the situation.

4.12. Safety areas

4.12.1. Technical safety area

4.12.1.1. Clearly marked and announced area for the Pilots to keep, check and repair the equipment.

4.12.1.2. Technical safety area is available for the Pilots during the BOPC 2015.

4.12.1.3. During the competition there can be marked and announced short-term Technical safety areas for the better task management, for instance, weighing the motors before the economy task, briefed in the Task briefings.

4.12.1.4. Entrance to the Technical safety area is allowed only to the Pilots and Officials.

4.12.1.5. Any repairs and entrance of any other person is possible only with the permission of Chief Marshal. Failure to comply will result in penalty or disqualification.

4.12.2. Audience safety area

4.12.2.1. Clearly marked and announced area for the audience. For any risk can follow the audience by being outside the marked safety area the Organizer is not responsible.

4.12.2.2. To make any flights over the marked audience area, be at the audience area or very close to it with engine on is forbidden for the Pilots. Failure to comply will result in penalty or disqualification.

5. Control of Flight tasks

5.1. Maps

5.1.1. The official maps of competition venue and the tasks area will be provided for all the Pilots at the registration at the competition site and/or at briefings as appropriate.

5.1.2 The maps will be in the appropriate quality and resolution.

5.2. Timing

5.2.1. Normally, take-off times are taken at the moment a pilot's feet leave the ground. For the specific tasks there can be another type of the take-off time announced (for instance, kick the stick, passing the concrete area or the line, etc) will be briefed appropriate.

5.2.2. Normally, landing times are taken at the moment a pilot's feet or any other part of the pilot or equipment touches the ground (except accelerator).

5.2.3. Normally, any timing is provided via 2 (two) stopwatches at the same time. Timing is provided by the Marshal and the assistant of Marshal.

5.3. Control points / ground markers

5.3.1. Control points may be: a geographical point, a ground marker, marked take-off / landing area, the stick (~2 meters high, flexible, marked to be seen from the distance), any other object (marked to be seen from the distance), etc. and briefed at the Task briefing.

5.3.2. Proof of reaching a control point (evidence) may be digital photographs, sealed GPS, Marshall's reports, or other way will be briefed at the Task Briefing.

5.4. Flight Recorders

5.4.1. Only flight recorders (FRs) that are registered by the Organizer at the registration at the venue can be used during the tasks. Pilot can register and using more than one FR.

5.4.2. All FR's are clearly labelled with the start number of the Pilot before the task and sealed if necessary. Pilot is allowed to use any other FR during the task only with the permission of the Chief Marshal.

5.4.3. Pilot is responsible for the deleting any historical tracks before the navigation task. If the Pilot applies the FR where there are any other flights records beside the task flight, the penalty of 0 score is goin to apply.

5.4.4. Pilots should ensure that they have enough memory to record long flights with a max fix every 5 seconds.

5.4.4. All photo devices are clearly labelled with the start number of the Pilot before the task. There are digital cameras and mobile phones available for proofs.

5.4.5. It is the Pilot responsibility to be sure that any records from the devices are readable (pixel, data transfer cable, memory card, proper software, functionality, etc.).

5.4.6. All FRs must be presented to the Marshal for the inspection immediately after the landing of each task they were used.

5.5. Fuelling safety

5.5.1. Fuelling must be arranged only in the marked Technical safety area by taking into account the safety rules on working with flammable substances to prevent any risk for the health of the people, properties and the environment.

5.5.2 The Organizers provide fire extinguishers at the Technical safety area.

5.6. Minimum/maximum altitude

5.6.1. The Chief Marshal may impose minimum and maximum altitudes (AMSL) when flying some tasks (or parts of) according the specification of the tasks.

5.6.2. Failure to comply will result in penalty or disqualification.

6. Scoring

6.1. General

6.1.1. The tasks are going to be chosen according the principle to involved all the tasks in balance. The tasks will be chosed according the weather condition at the airfield.

The Chief Marshal's aim is that the proportion of the scores accumulated during BOPC 2015 shall be if possible, approximately:

- 1) Navigation: 1 / 4
- 2) Economy: 1 / 4
- 3) Precision at take-off and landing: 1 / 4
- 4) Low flying (slaloms): 1 / 4.

6.1.2. The overall results will be computed from the sum of the task scores for each competitor, with the winner having the highest total score of the tasks.

6.1.3. All times are taken to Hours, Minutes, Seconds and Tenths of seconds according the specific of the task will be briefed at the Task briefing.

6.1.4. A score given to a Pilot shall be expressed to the nearest whole number, if necessary.

6.1.5. All distances travelled shall be calculated in the step of 0.5 km from the official map and rounded up to the next 0.5 km.

6.1.6. A Pilot who did not fly in a particular task scores zero and will be marked DNF or „Did Not Fly" on the score sheet. A Pilot who is disqualified will be marked DSQ.

6.1.7. Deduction of penalty points shall be made after scoring for that task is completed.

6.2. Scoring basics, all tasks

6.2.1. All the scores will be calculated according to the FAI scoring system where the maximum score may be up to 1000 points per task.

6.2.2. Specific formulas for calculating results of each task are presented in the Task Catalogue.

7. Penalties

7.1. General

7.1.1. Any failure to comply against any safety rules, this regulation and the Marshals directions can result in the following penalty: warning, 20% penalty, 0 score or disqualification.

7.2. Disqualification

7.2.1. Actions that will normally result in disqualification are as follows:

- 1) Bringing BOPC 2015, its Organizers or organizations into disrepute.
- 2) The use of performance enhancing drugs or other banned substances.
- 3) Not informing the Organizer of any accident, injury, medical complaint or medication being taken.
- 4) Unauthorized being at the Technical safety area.
- 5) The use of forbidden equipment / devices.
- 6) Flight outside the specified flight time and airfield.
- 7) Flight without a helmet.
- 8) Unauthorized assistance during a task.
- 9) The Pilot has been given 2 (two) warnings.
- 10) Any flight or other activity during BOPC 2015 deemed unsafe or unsporty.
- 11) Repeated disruption of Task briefings.

7.2.2. Any protest against disqualification must be submitted to the Latvian Paraglidign Federation (LPF) and will be handled after the competition.

7.3. Zero score

7.3.1. Actions which will normally result in a Zero score for the task are as follows:

- 1) Unauthorized changes of canopy, wing or power unit without the permission of the Chief Marshal.
- 2) Unauthorized take-off, incl. beside the take-off deck, unauthorized landing, incl. outlanding, departure from the permitted flight area, landing during the task, unauthorized flight trajectory.

7.4. 20% penalty

7.4.1. Actions which normally results in 20% penalty are the Pilot is late for the briefing or dismiss the briefing.

7.5. Decisions and protests

7.5.1. The Marshals decisions can be protested to the Chief Marshal. The Chief Marshal's decisions can be protested to Competition Director. The Competition Director's decisions can be protested to LPF. All protestes are going to proceed according the rules of this regulation.

Competition Director:

Maris Rauda

Chief Marshal:

Inese Shubevica