



Local Regulations

15th FAI WORLD PARAGLIDING CHAMPIONSHIP MONTE AVENA 2017

1st – 15th July, 2017 – Monte Avena – Italy

Organized by:

AeCI Feltre

Para&Delta Feltre ASD

on behalf of the AERO CLUB D'ITALIA

Approved February 1, 2017

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

- General Section of the FAI Sporting Code.
- Common Section 7 of the FAI Sporting Code.
- Section 7A of the FAI Sporting Code.
- CIVL Competition Class (CCC) – Paragliders permitted in FAI Category 1 Cross country events.
- CIVL GAP – Centralized cross-country competition scoring for hang gliding and paragliding.

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1. Contacts

Organizing NAC:	AERO CLUB D'ITALIA Via Cesare Beccaria 35/a 00196 ROMA Phone: +39.06.36084601
Competition organizer:	AeCI Feltre via Fratta 59 32032 Feltre (BL) - Italy Para&Delta Feltre ASD via C. Rizzarda 21 32,032 Feltre (BL) – Italy Phone: +39 320.835.6294 Email: pgworlds2017@gmail.com
Official website:	http://www.monteavena2017.org

2. Officials

Event Organizer	Matteo Di Brina, Stefano Claut
Meet Director	Maurizio Bottegal
Safety Director	Franco Canal
Rescue Coordinator	Christian Piergentili
Livetracking coordinator	Stefano Claut
Weather Forecast	Alberto Sabbadini
Transport and Retrieval	Claudio De Paoli
Scorer	Stefano Claut, Alberto Favero
Doctor	Christian Piergentili
Headquarters Coordinators	Stefano Claut, Matteo Di Brina
Take-Off Marshall	Giampiero Di Brina
Goal Marshall	Francesco Simonetto
Public and Press Relations	Ketty Romano
Photographer	Marcello Dal Borgo
Social Events	Luca Palma, Manola Chiesurin
FAI Steward	Kari Castle (USA)
FAI Jury President	Stephane Malbos (FRA)
FAI Jury Members	Andy Cowley (GBR) Fabio Loro (ITA)

3. Program

Event program

Official Registration (headquarters):	Saturday, 1 st July from 9:00 to 6 pm
1st Team leader meeting:	Sunday, 2 nd July at 9 am
Mandatory Safety Briefing (headquarters):	Sunday, 2 nd July at 4 pm
Opening ceremony/parade (Feltre):	Sunday, 2 nd July at 7 pm
Official training day:	Monday, 3 rd July
Contest flying days:	4 th – 15 th July
Prize-giving & closing ceremony (Pedavena):	Saturday, 15 th July at 9 pm

The hours are subject to change. Any changes before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing and posted on the official board at headquarters.

Typical Daily Schedule on training and competition days.

- 8:30 am – Headquarters open
- 8:45 am – Team Leader meeting
- 8:45 am – Deadline for protests of the previous day
- 9:30 am – Transportation to take off
- 10:30 – Task and Safety Committee meetings
- 11:15 – Pilots' briefing/Task briefing
- 12:00 – Take-off window opens (depending on the actual weather conditions)
- 4 pm – Scoring office opens
- 6 pm – Landing deadline
- 6:30 pm – Scoring office closes
- 7 pm – Provisional results (depending on the last pilot being retrieved)

The daily schedule is subject to change.

Any changes to the schedule before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing.

4. Entry

The maximum number of pilots in the championship is 150.

The maximum number of pilots that may be entered by a NAC is 8 total and 6 of one gender.

The maximum number of pilots constituting a national team is 5 total and 4 of one gender.

5. Eligibility to Compete

The ranking reference date for qualification criteria, nation priority table and allocation is March 2017 ranking published on April 1st, 2017.

Exceptions to pilot qualification requirements as per Section 7.

The Screening Committee consist of Claudia Mejia (COL), Adrian Thomas (GBR) and Didier Mathurin (FRA)

6. Application to Compete

Applications must be made through the website www.airtribune.com/worlds2017 starting from February 1, 2017, and finishing on March 31, 2017.

NAC's are invited to submit applications for pilots in high enough numbers, so they can be included in case of extra allocation rounds.

First pass will allocate to each team a maximum of 1 male and 1 female pilot. Subsequent passes will allocate to each team another pilot (of either gender) in sequence according to the nation priority table until a total of 150 pilots are reached or no more applications remain.

7. Allocation and Payments

The first allocation round will be made and results published on the official website on 02.04.2017.

The entry fee payment process will start on 02.04.2017.

Confirmation of payment transfers must be sent to the organizers by email before 12.04.2017. Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline, the team allocation table will be updated. Any unpaid places will be reallocated.

2nd round:start on 12.04.2017, payment before 22.04.2017.

3rd round:start on 22.04.2017, payment before 01.05.2017.

The final allocation will be made on 01.05.2017 until a total of (150) pilots are reached or no more applications remain.

The deadline for the final payment will be 10.05.2017. For any late payment, a supplementary fee of 50.00 € will be applied.

Between the 01.05.2017 and the beginning of the competition, if any spot becomes open because of cancellation or for any reason, the spot will be offered:

—First to a pilot of the same NAC.

—Second to a pilot of another NAC (in the order of the WPRS nation ranking, starting where the second allocation round finished).

8. Entry Fee and Payments

The Entry fee will be:

- 450.00 € per pilot.
- 220.00 € per team leader/assistant.

Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:

- Colour map of task area showing take-off, turn points and landing fields
- ID card & safety/contact information
- Transport to take off and retrieve on the main routes for all competition days
- Upload of turn points with GPS coordinates.
- GPS track-log download.
- Live tracking services
- Competitor and glider identification (sticker with a number, name and national flag)
- Lunch package, water for all competition days
- Event T-shirt
- Two dinners
- Free internet (Wi-Fi) access at the HQ
- Emergency rescue and first aid medical service

Entry fees for France are to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH —1002 Lausanne

Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for the 15th FAI World Paragliding Championship and state the member NAC.

All other entry fees are to be paid to the following bank account

Account Name: PARA & DELTA CLUB FELTRE A.S.D.

Bank Name: CASSA RURALE VALLI DI PRIMIERO E VANOI B.C.C.

Address: Piazzale S. Guarnieri 20 - Feltre (BL) - ITALY

IBAN Code: IT82U0827961110000030083649

SWIFT/BIC: CCRTIT2T72A

Please indicate CIVL IDs of all the pilots you are paying for.

Refund policy

In the event of pilot withdrawing from the competition before June 1, 2017, and who cannot be replaced by a qualified NAC-nominated pilot from that nation, an 80% refund will be offered. Cancellations received after this date will not be eligible for a refund except at organizers discretion.

9. Registration

Entry forms will be completed, checked and signed during the registration process. In order to speed-up the process of registration, the Team leaders can prepare and communicate the required documents to the organizer before the official registration.

Registration according to S7A-2.4

Each competitor will be requested to present:

- Proof of his/her Identity and Nationality.
- Certificate of insurance as detailed.
- GPS and suitable cable for it.

10. Insurance

The organizers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of at least 100,000.00 € (one hundred thousand Euros) must be presented to the organizers at registration.

A valid paragliding competition personal accident insurance is recommended.

11. Equipment

All equipment must comply with Section 7A-4 and 8, and CIVL GAP.

Smartphone and SIM Cards.

In addition all pilots are required to have an open smartphone that can accept local SIM cards. If pilots fail to provide such a phone, it will be provided for rent at a fee.

Local SIM will be provided free of charge to each competing pilot and team leaders.

The use of smartphones, preferably equipped with local SIM cards that will be delivered free of charge by the Organizers, for landing reports and retrievals, is highly recommended.

Radio receivers are mandatory for all pilots, a safety frequency will be allocated.

Voice activated microphones (VOX operated) are strictly forbidden.

Flying with radio tuned into Safety Frequency and engaged at all times is mandatory.

During the registration process all the pilots will receive a personal sticker with: competition number, pilot's name and national's flag. The sticker is made with light material 100 cm x 22 cm and must be positioned in the glider, in the internal part of the stabilo.

If the sticker will be lost or not applied to the glider, a fine of 20.00 Euro will be assigned to the pilot. (This is the cost to remake the sticker.)

The sticker will be used to media purpose, in this way all the pilots will be recognizable from the people in the take-off and landing area.

12. Committees

Task Advisory Committee (TAC) The Task Advisory Committee will include 3 pilots and the FAI Steward.

TAC will be proposed by the Meet Director and the Safety Director to the team leader, for approval, at the first team leader briefing.

Voting will be performed on the proposal.

The Meet Director and the Safety Director will make sure that pilots proposed to become members of the TAC have international competition experience of the highest level, knowledge of the local area and good reputation in fulfilling such duty in the past.

Task setting remains the ultimate responsibility of the Meet Director, but a task will not be flown without prior reference to the TAC.

Safety Committee (SC) The Safety Committee will include 3 pilots.

These will be elected at the first Team Leader Meeting and the members will be proposed from the team leader.

13. Rest Day

After six consecutive flying days, there will be one rest day unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders.

A flying day is defined as a day when a team leader briefing is held and pilots travel to the take-off regardless of whether any pilot starts a task.

14. Take Off

Take off Monte Avena Sud. Covering SE, S wind directions, elevation 1400 m asl, suitable for up to 150 competitors, white access road, large green grass in the back of the TO, generally clean, without any kind of obstacles. It is characterized by highly defined house thermals

making beginning of the task as well as start pylon waiting quite easy. It is on the top of the mountain with a broad view so it is easy for MD to monitor beginning of the task, possible overcrowding or other safety risks. We are using this take off in the 90% of the flying days.

In the same area 300 metre NE direction beside Malga Campet there is the Monte Avena EST take off. Covering N, NE wind direction. In the top of Monte Avena we have also a West Take Off: 500 metres west direction in compare of the SUD one: covering SW and W wind directions. In such an occasion is possible to use more of one take off simultaneously upon the task committee and MD decision.

At the top of the mountain there is a large helicopter landing area.

15. Launch

Launch System

Free access through a gate to multiple starting points at the take-off, will be the main launch system in use during this competition. Helpers, serving each starting point, will be available on the take-off. If necessary or, if requested by the Team Leaders or by the Task Committee, and accepted by the Meet Director, an ordered launch method might be used.

The Task Committee pilots will have priority to enter the take-off area at any time, regardless of the launch system in use.

Wind speeds at launch

No task will be set with an average wind speed above 8 m/s at launch.

Wind speed will be determined by the Meet Director or Safety Director using their own devices. No other measurement will be considered as official.

Relaunch

A competitor will be allowed to perform one take-off accountable for ranking in a particular task. A failed take-off attempt or a safety problem arising immediately after take-off which results in a landing in a proximity (to be determined by the Meet Director) or on the take-off itself will not count as one take-off.

In case of technical problems immediately after pilot's take off, he/she may ask permission (usually through his/her radio on the Safety Frequency) from the Meet Director to land at the take-off and to relaunch again. If this case occurs, pilot must report to and get approval from the Take-off Marshall before a second launch.

16. Airspace and Other Restrictions

No particular airspace limitations are present during this event.

The Safety Director will be in constant contact with the Civil Aviation Authorities.

In a case of non-scheduled, emergency or other flying activities in the area of the competition, happening within the time frame when task for that particular day might be flown, information about any limitations or restricted areas will be given at the Task Briefing.

17. Goal

There will be no goal specific rules.

Goal line, virtual or physical, as well as goal cylinder, may be used as a goal.

18. Pre-Flyers and Freeflyers

Free flyers won't be allowed to take off from the official launch area 10 minutes before the opening of the window and the 10 minutes after the window closing time, except with the permission of the Meet Director.

Official wind-dummies will take-off by the request of the Meet Director and will not fly the task route.

19. Life Tracking

The organization will provide to all pilots equipment for the Live Tracking (LTD: devices for real-time tracking) to be used in each task. These devices will be used to increase safety, achieve significant media impact and to improve recovery services pilots.

The device will also be used as the primary source for scoring.

Every morning pilots will receive their LTD turned on, as they register for flying. They have to keep it with them during the flight, always turned on, and they will give back it at the headquarters, during the daily track check.

The organization will be responsible for charging all LTDs and deliver them to the pilots every flying day.

The pilots, upon receipt of their LTD will be responsible for the proper use and maintenance of it, making sure it is turned on during the flight and returning to the organization at the end of each task.

In case of loss or damage of the LTD, will be asked to pilot the full compensation of damages, amounting to 200.00 €.

20. Scoring

The primary source of scoring is Live Tracking logs, any other source can be used only as backup.

Scoring formula parameters will be published at the web site and printed on the information boards.

GAP parameters will be discussed and determined at the first Team Leaders' briefing. They will be published on the Task Board at the first official task briefing.

The GPS map datum is WGS 84 and the coordinate format to be used is UTM.

The maximum number of pilots scoring for the team is 2 as per CIVL GAP document.

21. Complaints and protests

If the provisional results are published before 10 pm, complaints must be submitted before 8:45 am the next day. If the provisional results are published after 10 pm, complaints must be submitted before 10:00 the next day.

For the last competition task, complaints must be submitted at the latest 1 hour after the publication of the provisional results.

The time of the publication of results is the time the results are posted on the results board at headquarters. Complaints will be dealt with expeditiously.

Decisions made by Meet Director are retroactive and may change the results of a particular task affected by the complaint's content.

Pilots will be informed on pending complaints during the task briefings.

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director, preferably by the Team leader, in writing in English, within 12 hours of the result of the complaint being published at the main Headquarters. For the last competition task, protests must be submitted within 1 hour after the result of the complaint is published at the main Headquarters.

The protest fee is 50 Euros, it will be returned if the protest is upheld. Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day.

Team Leaders are encouraged to read Section 7 before making a complaint or a protest.