LOCAL REGULATIONS FOR

XI World Paragliding Championship

Organized by:
FEDERACION MEXICANA DE AERONAUTICA
ASOCIATION NACIONAL DE PAPALOTES Y PARAPENTES
ALAS DEL HOMBRE

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:

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

Program
Training, paraglider inspection and registration  January 23th  11:00 – 20:00
Training, paraglider inspection and registration  January 24th  09:00 – 12:00
Mandatory Safety Briefing  January 24th  15:00 – 16:00
First competition briefing  January 24th  16:00 – 16:45
Opening ceremony  January 24th  18:00 – 20:00
Dinner  January 24th  20:30 – 22:00
Contest flying days  January 25th ’till

Price giving and closing ceremony  February 6th  20:30 – 21:30

Officials
Meet Director  Karel Freudenthal
Safety Director  Alfredo Ramirez
Score Keeper  Hector Serrano
Take Off Marshall  Juan Carlos Esain
Transport and Retrieve Coordinator  Noe Colin
Meteorologist  Miguel Gutierrez – Chris Burns
1 ENTRY

1.1 Eligibility
The XI World Paragliding Championship is open to all members and associated Member countries of FAI who may enter any number of competitors not exceeding 6. The maximum number of entries permitted in a 1st Category championship is 150. The national team will be constituted from all the pilots registered in the competition by every nation (maximum 6 pilots).

Entries must be made on the Entry Form that can be uploaded on the competition website (www.pwmex2009.com). All Entries should be made online through the official website (www.pwmex2009.com) and preferably by the NAC of the individual countries, however if individual pilots and team leader register online, the NAC will still have to give the final approval for these pilots to be registered for the national team.

After checking the entry forms, the organization will send the Team Leader 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.

The deadline for receiving the entry form is November 23rd 2008.

The deadline for receiving the payment of the Entry fees is November 23rd 2008.

1.2 Entry Fees
Entry forms with paid fees received after the 23rd of November 2008 deadline may be refused or accepted with a 10% penalty.

In case of reallocation of pilots by the Selection Committee after the official deadlines, no penalty will be charged.
Pilot qualifications will be final on 23rd of November 2008.

The Entry fee will be:
- 500 USD per pilot
- 250 USD for team leaders and/or assistants

Entry fees from the 1st, 2nd and 3rd countries in the WPRS at 1st October 2008 are to be paid in to the following account:

FAI bank account details:
Credit Suisse Private Banking
Rue du Lion d’Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland
Account name Fédération Aéronautique Internationale
Account Number (USD): 0425-457968-32-1
IBAN Code: CH04 0483 5045 7968 3200 1
SWIFT/BIC Code: CRES CHZZ 10A

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
- 1 Liter of water daily
- Daily cereal bars
- Free access to all parties and social events

All the other teams apart from the 1st, 2nd and 3rd should make their entry fees payment as follow:

BANK DETAILS:
HSBC
Francisco González Bocanegra No. 205
Col. Centro, C.P. 51200
Valle de Bravo, Estado do Mexico
MEXICO
1.3 Refunds
All entry fees must be paid in full before November 23rd 2008. Fees will not be refunded to disqualified competitors.
Cancellations before November 23rd 2008 are 80% refundable minus all fees and charges for transfers and bank commissions.
Cancellations received after November 23rd 2008, will not be refunded.

2 GENERAL COMPETITION RULES

2.1 Registration
Every single pilot must register personally on January 23rd at the registration Desk between 11:00 and 20:00 or January 24th between 09:00 and 12:00. On January 23rd the team leaders must report to the Headquarter to have their documents checked and to receive supplementary regulations and information. The end of the official Registration Period is at 12:00 January 24th, which is considered the official start of the competition.

2.2 Documentation required
• Evidence of competitor’s ID and 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 Spanish of insurance covering at least USD $200,000 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 usd$150,000 for medical assistance and repatriation (S7, 2.12).
A Mexican insurance company will provide a specific insurance for the pilots who need it (third party liability, extra individual coverage).

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 Valle de Bravo and at home)

2.3 Selection Procedures
The minimum requirements for a pilot to enter this Championship are either:

a) Being ranked in the top 700 of the WPRS in the last 3 years
   The WPRS taken into account will be the one available on the 1st of October 2008 at http://www.fai.org/hang_gliding/rankings/

b) Having flown in FAI sanctioned competition 2 flights over 70 km, or 2 flights achieving goal at over 60 km. These flights must be submitted to the Selection Committee (paula@fai.org).

Basic nation allocation
3 pilots of any gender + one female pilot.

Re-allocation procedure
If places are left unfilled after November 23rd 2008, further places will be allocated to nations in order from the top ranked nation in the WPRS on 1st October 2008 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 6 pilots per team is reached.

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 of the FAI Sporting Code and paragraph 2.3 of these regulations. In order to achieve this, the host nation will be treated as equal to the top nation in the WPRS Nation Rankings when reallocation of places is made.

Those nations which do not have a qualifying female pilot in the team, will only be able to have up to maximum 5 male pilots.

2.4 Schedule and Time
The Headquarters will be open from January 23rd to February 6th from 08:00 to 20:00
The closure of the registration is on January 24th at 12:00
Mandatory Safety Pilot Meeting: January 24th, 19:00-19:45 evening at Meet HQ. Agenda items: Safety, transport, GPS, scoring, strategy & more. Pilots that do not attend the safety meeting will not be allowed to compete.

Official time is UTC minus 6 hours.

TYPICAL DAILY SCHEDULE

• 08:00 - Headquarters open
• 08:20 - Deadline for protests of the previous day, except for the last day (see 4.2)
• 08:30 - Team leader briefing at the main HQ
• 09:00 / 09:20 - Transport to take-off
• 10:00 - Meet Director / Task and Safety Committee meetings
• 10:45 - Pilots' briefing / Previous task official results / Task definition
• 11:15 - Take-off window opens
• 16:00 - Scoring office opens at the Headquarter
• 17:00 – Goal closure
• 17:15 – Landing Deadline
• 17:45 - Safe landing report deadline
• 21:00 - Scoring office closes
• 21:30 - Provisional results
• 23:00 - Complaints resolution published

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

3 REST DAYS

There will be a rest day after six consecutive days of flying unless this is the last day of the competition.

4 COMPLAINTS AND PROTESTS

4.1 Complaints

A complaint must be made to the Meet Director or his deputy, preferably by the team leader, in writing, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously.

If the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Director or his deputy.
The time limit for submitting a complaint is 1hr 30 minutes after the publication of the provisional task results, except after the last contest task, where the time limit is 30 minutes.

4.2 **Protest’s**

The time limit for submitting a protest is 9hrs after the publication of the provisional task results or the communication of the result of the complaint, except after the last contest task, where the time limit is 1 hr.

Protests must be written in **English** and shall contain pilot name and competition number, delivered together with the protest fee to the Meet Director by the Team Leader. If a team does not have a separate team leader the protest could be lodge by the protesting pilot.

The protest fee is **$35 USD** If a ruling is made in favor of the protest; the protest fee will be refunded.

5 **TAKE OFF**

5.1 **Type**
- Foot launch from hill side
- Launch will take place on “El Peñon” Temasclatepec
- Height ASL 2250mts – above ground 550mts
- Up to six pilots can launch at the same time

5.2 **Ordered Launch (according to S7 2.24.3)**

If the size of the take off is not enough for all the competitors, 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, after that the 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 overall championship results have the right to enter in the take-off area whenever they want.

6 **RADIOS AND MOBILE TELEPHONES**
Radios that are capable of receiving and transmitting in the 145 to 152 MHz range are mandatory. In the interest of safety, radio use will not be restricted in any way, except that pilots and crew are requested to refrain from using the Safety Frequency, 145.950 MHz, except in emergencies. Voice activated microphones (VOX operated) are not allowed (not only on the Safety Frequency but in all cases, because it will disturb everybody). Any pilot operating a voice-actuated microphone on 145.950 MHz will be penalized.

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

NOTE: All pilots/team leaders and crews are requested to submit their mobile telephone numbers, internet addresses and intended radio frequency of choice to the Meet Director at the January 24th Mandatory Safety Pilot Meeting.
Only frequencies allocated by the organizers may be used.
The Event Organizer has cooperated with national and local radio regulatory groups for pilots to operate without an Amateur License.

The official 2009 XI World Paragliding Championship Safety Frequency will be 145.950 MHz.

The official 2009 XI World Paragliding Championship Retrieval Frequency will be 145.900 MHz.

7 RETAKE - OFF

A competitor will be allowed 1 take off to attempt the task within the started take off period.

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 off’s, if the landing is proved to be for an emergency, however the pilots take-off time will be taken from the time of the first take-off attempt if a ground start is specified.

If a landing at the take off is not considered by the meet or safety director to be an emergency landing, re-takeoff will not be permitted and penalties may be applied.
8 TASK PERIOD

Times of window open for take off and times for closing of the window, turn points, start time(s), goal closure and last landing will be displayed in writing on the task board. Any window extension policy will also be displayed in writing. The launch window has to be open over a minimum of one hour at launchable conditions so the day can be considered valid.

9 WIND SPEED

The maximum wind speed in which a task shall be flown is 30 km/h, this shall be measured at “El Peñon” Launch

10 SCORING

10.1 For scoring the Race 2003 scoring program will be used and scoring formula will be GAP 2002. The flight verification software will be CompeGPS.

The GAP parameters for the competition will be:
- Minimum distance: 7 km
- Nominal distance: 45 km
- Nominal goal: 30% of pilots
- Nominal time: 1.5 hours

Pilots finishing end of speed section but do not reach goal get 80% of their speed points.

10.2 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

10.3 Each pilot must, as a minimum, fly with one 3D GPS device. Only types of GPS devices that are supported by Compe GPS competition version 6.1b will be accepted
10.4 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 winners score for that day decided by the competition director.

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

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

10.7 The team score will be in accordance with S7B (5.2.5.) It is calculated as the daily sum of the scores of 3 nominated pilots, measured each day, and added daily to produce a total score for the competition. The scoring members of each team are to be nominated to the organizer before the start of the championship.

11 PENALTIES

11.1 Restricted Areas
Flying over restricted areas is unsporting, dangerous, and against the 2009 XI World Paragliding Championship local regulations (according to S7B, 2.28.2). The penalty for a pilot can be zero score for the day. The penalty for the second verified infraction will be disqualification from the meet. Evidence such as GPS Track log, will be required to verify infractions. The restricted areas will be marked on the flying maps.

11.2 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. Individual reports from all the involved pilots are required.

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook or in the 2008 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.
12 THERMALING
All pilots must read and understand Chapter 17, Thermalling Rules and Procedures

12.1 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.