Local Regulations for the

12th FAI European Paragliding Championships

Approved by CIVL Bureau 07.03.2012

St.André les Alpes, France September 2nd to 15th, 2012)

organized by:

Asavl (Association Saint Andréenne de Vol Libre)
and St André les alpes town

MAIRIE DE
ST ANDRÉ LES ALPES

ON BEHALF OF THE FEDERATION AERONAUTIQUE INTERNATIONALE (FAI)

CONTACTS:

Organizing NAC:

FFVL (Fédération Française de Vol Libre)
4 rue de Suisse
06000 Nice : France
tél : +33 (0)4.97.03.82.88 Fax : +33 (0)4.97.03.82.83
email: ffvl@ffvl.fr

Organizer:

ASAVL (Association Saint Andréenne de Vol Libre)
Base de loisirs des iscles
04170 Saint André les Alpes / France
Tél: +33 (0)4.92.89.11.30 Fax: +33 (0)4.92.89.02.36
email: compet@aerogliss.com

These Local Regulations are to be used in conjunction with

the **General Section** and **Section 7b** of the **FAI Sporting Code**.

1. General

Purpose
The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the FAI European Paragliding Champions and to reinforce friendship among pilots and nations. (S7b, 2.2)

2. Programme

Programme

Pre-registration and training task:	**Friday**	**31st August 2012**
Pre-registration and training task:	**Saturday**	**01st September 2012**

Official registration and paraglider inspection:	Sunday	2nd Sept (09:00 – 15:00)
Mandatory Safety meeting:	Sunday	2nd Sept (17:00)
Team leader briefing at the HQ:	Sunday	2nd Sept (18:00)
Opening ceremony:	Sunday	2nd Sept (19:00)
First competition briefing:	Monday	3rd Sept
Contest flying days:	Monday	3rd - Saturday 15th Sept
Prize-giving, closing ceremony:	Saturday	15th Sept

All pilots wishing to take part in training tasks must have registered prior to leaving for take-off (for safety reasons)

TYPICAL DAILY SCHEDULE

07h00	Headquarters open
08h00	Deadline for protests of the previous day
08h30	Team leader briefing at the town hall
09h15	Transport to take-off
10h30	Meet Director / Task and Safety Committee meetings
11h00	Pilots' briefing / Previous task official results / Task definition
11h30	Take-off window opens
16h00	Scoring office opens at HQ
18h00	Safe landing report deadline - as soon as possible, if landing is after deadline, then maximum 30 minutes after landing.
21h00	Scoring office closes
21h30	Provisional results
22h30	Complaints resolution published

The daily 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.
(S7b 2.8.1)

3. Officials

General Organizer:	Francois Gérin Jean
Meet Director:	Francois Gérin Jean
Safety Director:	Chris Burns (Calvo)
Air Marshals and Pre-flyers Control:	Francois Gérin Jean/Chris Burns
Press & Public Relations,Web reports:	Philippe Lami/Valérie Nozambrino
Headquarters Coordinators:	Philippe Lami/Valérie Nozambrino
Take-Off / Goal Marshal:	Olivier Roux
Air marshal director:	David Vayrette
Weather Forecast:	Philippe Lami /David Vayrette
Scorer:	Ulric Jessop
Main Doctor:	Anne Guillouet
Emergency and rescue coordinator:	Christian Tardieu
Transport and Retrieval:	Chris Trow and Philippe Lami
Retrieval Coordinator:	Chris Trow
Translator, technical assistant:	Bjorn Punselie
FAI Steward:	Ali Gali (FRA)
Assistant Steward:	Nicky Moss (GBR)
FAI international jury president:	Dennis Pagen (USA)
Jury members:	Fabio Loro (ITA)
	Nikolay Yotov (BUL)

(S7b, 2.8.1)

4. Entry

4.1 The national team will consist of all the pilots registered in the competition by each nation up to a maximum of 6. All pilots must have valid Sporting Licences and fulfil the entry qualification as defined in 4.4 (S7b,3.1). Nations should enter/register sufficient pilots to allow their team to be filled to the maximum size possible under the allocation procedure.

4.2 The maximum number of competitors permitted in a 1st Category championship is 150. (S7b,3.1) The maximum number of competitors for each nation is 10

4.3 The WPRS of June 2012 is the reference for the place allocation.

4.3.1 The allocation shall take into account the opportunity of the host nation to have the same number of pilots as the top nation as prescribed in Section 7b paragraph 3.2.2

4.3.2 The allocation must finish no later than 03.07.2012 (S7b 3.2.1)

4.3.3 First allocation round:
The base team size is one pilot plus one female pilot
The base team will be allocated for all nations that entered qualified pilots by the entry deadline.
Nations with male and female pilots will be allocated two places (one male and one female).
Nations with only male pilots will be allocated one place.

4.3.4 Other allocation rounds:
From top to bottom of nation WPRS rankings (and repeated as necessary) each nation will be allocated one place until no more places are left. This continues while places are left until end of allocation.

4.3.5 Changes of qualified pilots within teams are allowed until the start of the first competition task (S7b 2.14, 3.2.3).

4.4 Entry qualification:

4.5 A pilot has to have either ranked in the top 400 in WPRS for Paragliding, or have scored a minimum of 45 WPRS points in a single FAI sanctioned paragliding competition including all rankings in the 24 calendar month period up to the June 2012 ranking (S7b, 3.4.2).

4.6 Entries must be made online on the Official Entry Form on the official competition website (www.para-euro2012.com). Each NAC will have to confirm its entries.

4.7 After checking the Entry Forms, the organization will send the Team Leader a message to confirm that it has received the Entry Form. Entry fees must be paid in full within 14 days of receiving confirmation of total allocated places.

4.8 Deadlines:
The deadline for receiving the Entry Form is **15.06.2012**.
The deadline for receiving the payment of the Entry fees is **25.06.2012**

Allocation deadline is **03.07.2012**
Pilot qualifications will be final with the June 2012 WPRS ranking. (S7b, 3.4.4)

4.9 Entry Fees
The Entry fee will be:

- 430 Euros per pilot,
- 215 Euros for team leaders and/or assistants.

Entry fees for the top 3 nations (France, Italy and Switzerland) are to be paid in to the following account (Please indicate the payment to be entry fee for PG Europeans and the paying NAC):

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 (Euro): 0425-457968-32
IBAN Code: CH31 0483 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A

All other entry fees are to be paid to following bank account:
(Please indicate the payment to be entry fee for PG Europeans and for what NAC or pilots):
BANK DETAILS

Bank: *Credit Agricole Provence Cote d'Azur*
Account holder: *Association Saint Andréenne de Vol Libre*
IBAN FR76 1910 6008 3743 6117 7763 046
BIC AGRIFRPP891

(at the time of registration opening, the facility to pay by paypal will be available)

4.10 The entry fee includes:

- Transport to take-off for all registered pilots on all competition days
- Retrieve for all registered pilots on all competition days
- GPS download coordinates
- Competitor and glider identification (glider number)
- Colour map with turn points and restricted areas marked
- ID card & safety/contact information
- Lunch package, water
- Competition tee shirt
- Tickets to all competition events
- GPS control and task scoring
- Emergency rescue and first aid medical service
- Use of Live Tracker Devices

Note: any pilot with a number on the glider must inform us when registering online for the competition.

4.11 Refund policy
In the event of pilot withdrawing from the competition before 2nd August 2012 and which cannot be replaced by a qualified pilot from that nation, a full refund will be offered. Cancellations received after this date will not be eligible for refund except at organizers discretion.

5. Insurance

5.1 Documentary proof in English of insurance covering public liability risk to the value of **€ 600.000** must be presented to the organizers before the start of the championship. Competitors are required to have a valid paragliding competitions personal accident insurance**.** This must include repatriation to the country of origin if necessary. (Section 7b, 2.12)

5.2 The organiser can offer public liability insurance of the required value for competitors at the competition.

6 Registration

6.1 Every single pilot and team leaders must register personally and have their documents checked during the registration period. At registration they will also receive supplementary regulations and information. The end of official registration period is considered the official start of the championship. (Section 7b 2.14).

6.2 At registration each competitor must present the following:
- Evidence of competitor's ID and nationality.
- The competitors valid FAI Sporting License.
- A signed Certified Glider Statement.
- Certificate of Insurance as detailed.

6.3 Each competitor will be required to sign:
- The Waiver Declaration (agreement on release of liability), (Annex B)
- The Safety Form (updated information on the glider specifications,Medical conditions -allergies- and contacts in Saint André and at home)
- Pilot Experience Form (which must be completed on line at http://civlrankings.fai.org)

7 Mandatory safety meeting

7.1 A mandatory safety meeting will take place before the competition task. Pilots who do not attend this meeting will not be permitted to fly in the championship.

8 Equipment

8.1 Only certified gliders are allowed in European championship up to EN926 or LTF 91/09, and are certified at least 60 days before the start of the competition. It is not permitted to modify the glider in any way, except for the length of the brake main - line. The pilot must fly in the homologated weight range.

8.2 Each pilot must prove possession of the glider by sending a photograph of his signature on the fabric next to the serial number, which must be clearly visible. Up to two gliders can be registered per pilot. Photographs must be lodged with CIVL, at least 30 days before the start of the competition (which must be completed on line at http://civlrankings.fai.org).

8.3 Gliders will be checked after a complaint. In addition the meet director can request that any pilot be checked. Pilot must give his glider for checking or comparing immediately upon any such request.

- **Two checking methods are possible:**

- Comparison with other gliders of the same model and size.

- Measurement according to the parameters described by the manufacturer.

Weight control

The organiser will provide a weight measurement machine.

Pilots' nominal weight will be checked at the event registration.

Pilots may volunteer to check their weight (at registration and at take off).

The pilots may be checked before taking off or after landing, if there is any doubt, their nominal weight will be checked again immediately.

If their all-up weight is out of their glider's weight range, they will be penalised without tolerance on the measurement.

If they are carrying over 33 kg of equipment, including ballast, they will be penalized without tolerance on the measurement.

8.4 All pilots in Category 1 events must fly with a harness certified to EN1651, LTF03 or LTF09. The harness must be equipped with a back protector certified to LTF09 or LTF03

8.5 All pilots must wear helmets certified to EN966 when flying (S7b 12.3.2).

8.6 All pilots must have servicable rescue parachute when flying (S7b 2.18.4)

9 Radio transceivers

9.1 It is mandatory that every pilot has a functional radio transceiver operating on the competition frequencies. Radio transmitters are permitted for communication between competitors, drivers and team leaders and between them and the organizers. For safety reasons it is mandatory that one pilot or team leader monitors the safety frequency for his team at all times during the competition task.

9.2 Safety frequency is 143.850MHz. Voice activated transmissions (VOX operated) are not permitted. At the registration, each team must inform the organizers the frequencies they intend to use.. The use of mobile telephones for retrievals and landing reports is highly recommended.

10 Complaints and protests

10.1 A complaint may be made to the Competition Director, preferably by the team leader, in writing, to request a correction. It should be made at the latest 2 hours before the next morning's team leaders' briefing. It will be dealt with expeditiously (S7b, 2.5.6).

10.2 If the complainant is not satisfied with the outcome, the team leader may submit a protest in writing to the Meet Director (See General Section chapter 5). The time limit for submitting protests is 10 hours after the outcome of the complaint is announced, except for the last competition task.

10.3 For the last task, the time limit for complaints is [one] hour after provisional results are published. The time limit for protests is [one] hour after the outcome of the complaint has been published..

10.4 The protest fee is € 50,- . It will be returned if the protest is upheld.

11 Rest Day

11.1 After 6 consecutive flying days there will be one rest day, unless it is the last day of the competition (Section 7b, 2.22).

12 Take-off methods

12.1 The take-off method is foot launch from hill site.

12.2 Main take off – **Saint André les Alpes**
Height above sea level 1.540 m
Height above valley 650 m
Take off direction SW
Surface Size about 80 x 50m
Ballast water available at take off
Helicopter landing space: at take off
Car park about 90 vehicles capacity
Telephone: cellular mobile only
Toilets at take off
Distance from HQ 20 min. paved road from Saint André les Alpes
Transport to take off by mini bus

13 Take-off area

13.1 During the competition, the take-off area will be reserved for the registered pilots, team leaders, recognised competition personnel and media authorised by the Meet Director. The general public will be allocated a specific spectator area.

14 Launch

14.1 If necessary, an ordered launch method will be used.

14.2 First Task: The priority at take-off will be based on the current WPRS.

14.3 Following Tasks: The competition ranking will be used. In any case, the top 15 male pilots and top 5 female pilots will have the right to enter the take-off area whenever they wish.

14.4 Re-Launch is not permitted

15 Task Period

15.1 The task board at take-off will show:

- the time the take-off window opens and closes,
- the time the start gate opens,
- any modification of the take-off window and start gate times,
- the start cylinder radius,
- the turn points,
- the task deadline,
- the ultimate landing report time.
- QNH
- Turn direction of the day
- The minimum period of time that the launch window must remain open for the day to be considered valid is based on the number of launch points available with 30 seconds of safe launch conditions per competitor.

16 Maximum wind speed

16.1 No task will be set with an average wind speed above 7 m/s at launch.
Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

17 Scoring

17.1 For scoring, The FS scoring program will be used and the scoring formula will be GAP 2011 (S7b, 5.2.3).

17.2 GAP Parameters and scoring options to be used will be announced in writing and posted on the bulletin board after the first briefing. Some scoring options may be decided for individual tasks and announced at task briefings.

17.3 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 15.

17.4 Each pilot must, as a minimum, provide one tracklog of a 3D GPS device. All GPS's must be compatible with the nominated GPS download software. Backup GPS must also be 3D.

17.5 A pilot who lands (or limits his flight) to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case. (Section 7b, 5.4.1)

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

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

17.8 The GPS map datum is WGS 84 and the format to be used is UTC time offset of: + 02.00 (hours).

17.9 The team score calculation is the daily sum of the score of the 2 best pilot scores from the entire team on each task (Section 7b, 5.2.5)

18 Competition altitude limits and controlled airspace

18.1 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.

18.2 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.

18.3 See Annex C on Altitude Verification for further information.

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

19 Penalties

19.1 Penalties for rule violations other than what is already in S 7b will be announced at the Team Leader briefing by the Meet Director (S7b, 5.6.1, 5.6.3).

19.2 Two levels of penalties may be applied in case of Modified gliders

- 1st offence in the event: Zero in the task
- 2nd offence in the event: Disqualification from the event.

20 Thermalling

20.1 All pilots must read, understand and follow chapter 17 in Section 7b, Thermalling Rules and Techniques. Pilots must turn left on odd days and right on even days between the launch and start gate, or as stated at the daily briefing.

21 Goal procedure

21.1 The end of the speed section will be a cylinder, size & position to be decided by the task setting committee.

21.2 The goal will be either a cylinder or a line for the end of task.

22 Numbers

22.1 The numbers supplied by the organizers shall be placed under the center of the wing, with the top of the numbers towards the leading edge. Existing numbers will be accepted (see note section 4.9) – other numbers will be given at the registration. The height of the numbers is minimum 40 cm and 4 cm in line width. (Section 7b 2.13)

Annex A

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class 3 glider (make) .
(model) I will fly in the _____(Name of event)
Championship, from to (dates) is certified to EN926 or LTF 91/09 by one or more of the internationally recognized certifying bodies (namely the DHV, CEN or SHV). Furthermore I declare that it is in certified configuration and I undertake not to alter this configuration. I understand that I am the sole individual responsible for the integrity of my glider.

Signed on this date: _____

Signature of Participant Printed name of Participant _____

Address of Participant: _____

Signature of Witness Printed name of Witness _____

Address of Witness: _____

Annex B

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights *:*

1. I am a participant in the 12th FAI European PG Championships held at Saint André les Alpes, France from 2nd to 15th September 2012 ("the Championships"). I acknowledge that participating in the Championships or any other activity related thereto (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Championships or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:……..)

2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organisers, the French National Aeroclub, the property owners of the operation areas (including launch and landing areas), the Federation Aéronautique Internationale and CIVL, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:……..)

3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of France. I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall be in French courts and such courts have personal jurisdiction. (Initials:……..)

4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law. (Initials:……..)

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date : _____

Signature of Participant Printed name of Participant _____

Address of Participant : _____

Signature of Witness Printed name of Witness _____

Address of Witness:___ _____

Annex C - 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 * 27ft/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.

Note: Restricted airspace will be indicated on maps provided.