



WORLD CHAMPIONSHIP

14TH FAI WORLD PARAGLIDING CHAMPIONSHIP

ROLDANILLO, VALLE DE CAUCA (COLOMBIA)

10th-24th JANUARY 2015

LOCAL REGULATIONS

AMENDMENTS made and

APPROVED BY CIVL Bureau 12.12.2014

APPROVED BY CIVL Bureau 07.09.2014

14TH FAI WORLD PARAGLIDING CHAMPIONSHIP: ROLDANILLO, COLOMBIA

ORGANISED BY COLOMBIAN NATIONAL FEDERATION OF AIR SPORTS (FEDEAEROS) & AIRNOMADS S.A.S.

ON BEHALF OF THE:

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

These Local Regulations are to be used in conjunction with General Section and Section 7 of the FAI Sporting FAI Sporting Code, Section 7B 1st May 2014

1 Purpose

The purpose of the championship is to provide a safe, fair and satisfying flying contest in order to determine the champion and to reinforce friendship amongst pilots and nations.

2. CONTACTS

- Organising NAC: Federación Colombiana de Deportes Aereos
Calle 102 No. 50 – 36 Pasadena, Bogota D.C. Colombia
Mail: fedeareos@fedeareos.org
Tel: +57 (1) 691 8819 mobile: + 57 (314) 350 2270
- Competition organiser: Airnomads S.A.S.
Calle 7 # 8-40 P3 Apto 304, Roldanillo, Valle del Cauca, Colombia
Mail: info@airnomads.co
Tel: +57 (312) 791 5387 mobile: +57 (310) 453 5415

The Official website and registration: <http://airtribune.com/worlds2015>

3. OFFICIALS

Event Organiser:	Christopher Charles Federer (USA)
Meet Director:	Nicky Moss (GBR)
Safety Director:	Jaime Gardeazabal Corrales (COL)
Rescue Coordinator :	Fire Department
Doctor:	tba
Transport and Retrieval:	Johan Toro, Pedro Grajales (COL)
Scorer / assistant:	Brian Harris (GBR) / Jordi Pensado (ESP)
Livetracking coordinator:	Manolis Andreadakis (GRE)
Crew and HQ Coordinator:	Pedro Lara (COL)
Take-Off Marshal:	Ulrich Muñoz (COL)
Goal Marshal:	Diego Espinosa (COL)
Air Marshals:	To be announced
Public and Press Relations:	Ed Ewing (GBR) & Natalia Jaramillo (COL)
FAI Jury President :	Agust Gudmundsson (ICE)
FAI Jury Members	Kurt Meyer (GUA) , Igor Erzen (SLO) (remote)
FAI Steward:	Louise Joselyn (GBR)

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3. PROGRAMME

Official Registration:	Saturday 10 th January 2015	14:00 – 18:00	HQ Club Gorrone
Official Registration:	Sunday 11 th January 2015	09:30 – 12:00	HQ Club Gorrone
Opening ceremony/Parade:	Sunday 11 th January 2015	12:30 – 17.00	Sports Stadium
Mandatory Safety Briefing:	Sunday 11 th January 2015	18:00 – 19:30	HQ Club Gorrone
Team leader meeting:	Sunday 11 th January	20:00 – 21:00	HQ Club Gorrone
Welcome Dinner	Sunday 11 th January	21:30 – 23:00	HQ Club Gorrone
Official training day:	Monday 12 th January 2015		
Contest flying days:	Tuesday 13 th January to Saturday 24 th January 2015	07:30 – 19:00	
Prize-giving & Closing Ceremony:	Saturday 24 th January 2015	22:30 – late	Plaza Central, Roldanillo

The timings for 10th and 11th January are subject to change. Changes will be posted on the website and on the noticeboard at HQ.

ATTENTION! The Safety briefing that will take place in the Competition headquarters on Sunday, 11th January at 18:00 is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

Typical daily program, competition days & training day:

Monday 12th- Saturday 25th January: 06:30 - 19:00

06:00: Headquarters open

06:30: Team Leader Meeting

07:30: Deadline for protests of the previous day

07:30: Transportation to Take off

09:15: Meet Director / Task and Safety Committee meetings

10:15: Pilot Briefing/Task Briefing

11:15: Take-off window opens:

15:00: Scoring office opens

21:00 Provisional results

The daily schedule is subject to change. Any changes to the schedule will be announced by the Meet Director and displayed on the website and the notice board.

4 ENTRY

The limits

- The maximum number of pilots in the championship is 150.
- The Championships are open to all Member and Associate Member countries of the FAI
- 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

Selection Procedures

4.1. The nation priority table will be set according to the WPRS September 2014 nation ranking published on 1st October 2014. All allocations will be based on that table.

4.2. All applications made through the official web site must be made by the NAC or their official representative starting from 1st September 2014. The entry deadline will be 15th October 2014.

4.3. Pilot qualification criteria for the Championship:

The reference ranking is September 2014 ranking published on 1st October 2014. Therefore the rankings to be used will be October 2012 to September 2014 inclusive.

A pilot has to have either:

- Ranked in the top 400 World WPRS
- or
- scored a minimum of 45 WPRS points in any single FAI sanctioned event

Applications from unqualified pilots will be disregarded.

4.4. The first allocation round will be made immediately after the pilot qualification check on 20th October 2014.

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.

4.5. Results from the first allocation round will be published on the official web site by 27th October and the entry fee payment process will start.

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The deadline for payments will be 10th November 2014. Confirmation of payment transfer must be sent to the organisers by email before 10th November. Applications with fees paid, but not received or confirmed by the entry deadline will be refused.

4.6. After the payment deadline the team allocation table will be updated. Any unpaid places will be re-allocated in the second round from 11th - 14th November, which will be run until a total of 150 pilots are reached or no more applications remain.

4.7. The deadline for final allocation is 14th November. No more places will be allocated after 14th November. The deadline for the second payment will be 24th November 2014.

Entry Fee

The Entry fee will be:

- 400 Euro per pilot.
- 200 Euro per team leader / assistant

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

Entry fees for the top FIVE nations (France, Germany, Switzerland, Spain & Venezuela) are to be paid to the following account

(Please indicate that the payment is the entry fee for 2015 PG Worlds and state the member NAC):

FAI CIVL bank account details:

Address: Cr dit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland

Account name: FAI-CIVL F d ration A ronautique Internationale

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

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

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

(Please indicate CIVL IDs of all the pilots you are paying for!):

Account Name:

Federacion Colombiana de Deportes Aereos

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Bank Name: *Bancolombia*
Swift Code: *COLOCOBM (COLOCOBMXXX)*
Account Number: *893 921 34421*
Current account.

NOTE : no IBAN is required for bank transfers to Colombia)

The Entry fee includes:

- Transport to take-off and retrieve on the main routes for all competition days
- Emergency rescue and first aid medical service
- Upload of turn-points with GPS coordinates
- GPS track-log download
- Competitor and glider identification
- Color map of task area showing turnpoints, landing fields and restricted areas`
- ID card & safety/contact information
- Daily snack package, water
- Competition souvenirs
- Free access to all championship events and parties
- Free internet (Wi-Fi) access at the HQ
- Live tracking

Refund policy

In the event of pilot withdrawing from the competition before 10th December 2014 and who cannot be replaced by a qualified, NAC-nominated pilot from that nation, a full refund will be offered less 10% administration costs.

Cancellations received after this date will not be eligible for refund.

5. INSURANCE

The organisers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum €100,000 (one hundred thousand euro) must be presented to the organisers at registration.
- Valid paragliding competitions personal accident insurance. This must include repatriation to the country of origin, medical evacuation (helicopter) of a minimum €10,000 (ten thousand) and medical treatment of minimum €10,000 (ten thousand)

The organiser will offer local medical/accident insurance for competitors at the HQ prior to registration, which is strongly recommended.

6. REGISTRATION.

Pre-registration of the pilots and official NAC nomination of pilots & teams must be made at the official web site:

<http://airtribune.com/worlds2015>

Registration process:

All pilots must be nominated by their NAC prior to 15th October 2014.

All pilots must individually register on the official website prior to 15th October 2014.

NACs must upload an official letter with authorising stamp or signature naming each pilot eligible to compete in the championship, complete with the pilot's CIVL ID number. Pilots not officially nominated at 15th October 2014 will be disregarded.

The official registration will be on Saturday 10th January 2015 (14:00 -18:00) and Sunday 11th January 2015 at 09:30 - 12:00 at HQ, Club Gorrone in the Plaza Central, Roldanillo.

The Team Leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information.

The end of the official Registration period is considered to be the official start of the Championship.

Entry forms will be completed / checked and signed during registration:

Each competitor will be required to present:

- Proof of his/her Identity and Nationality.
- Valid FAI Sporting License.
- Satisfactory evidence of glider airworthiness.
- Proof of valid insurance as detailed.
- 3D GPS

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability).
- The Certified Glider Statement.
- The Entry Form.
- Pilot Experience Form.

7. EQUIPMENT

From 1st January 2015, paragliders permitted to fly in FAI 1st Category Championships must follow the regulations defined on the CIVL website (<http://www.fai.org/civl-our-sport/competition-class-paragliders>) and in the CIVL

Competition Class (CCC) Requirements document. EN certified paragliders must also comply with the permitted EN certified paragliders regulations defined in this document. Pilots are advised to check with the manufacturer if they are not sure that their gliders comply.

Pilots are further advised to ensure their helmets, harnesses and reserve parachutes also comply with the equipment regulations set out in Section 7B, Chapter 11.

In addition pilots are required to fly with a 3D GPS, a radio transceiver as specified below or in a subsequent addendum to these Local Regulations and functioning mobile phone capable of sending and receiving SMS messages.

Checking:

The Meet Director can request that any pilot's equipment be checked. Pilots must make available the glider or other equipment for checking, immediately upon any such request. As far as possible, task winners' gliders will be checked. If the gliders have already been checked, primary lines only will be checked. In such cases, the 2nd place glider will also be checked. Gliders will be checked after a complaint. The gliders of the top 3 pilots overall will be checked at the end of the competition (primary lines only if the gliders have been previously checked).

Glider checking will be according to Annex B of the CIVL CCC Paragliders document, published on the CIVL website.

Weight Control:

The organiser will provide a weight measurement scale.

Pilots' nominal weight will be checked at the event registration. Pilots may be checked before taking off or after landing.

If there is any complaint or 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.

Communication:

A functioning mobile (cellular) telephone is mandatory.

Radio receivers are mandatory for all pilots. Radio transmitters are permitted. Pilots **MUST** monitor the Safety frequency at ALL times during the flight. Pilots found not to be monitoring the safety frequency will be penalised. Voice activated microphones (VOX operated) are strictly forbidden.

Only frequencies allocated by the organisers may be used.

The Colombian authorities have given special permission for all personnel involved in the competition to use 2m radios. Normally, the use of 2m radios is illegal for free flight in Colombia. More information on the time period and frequencies allowed will be posted on the organisation website, posted at HQ, and announced at the first pilot briefing.

8. FLYING SITES

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Main take-off:

The launch “Los Tanques” is 1900m asl and 900m above the valley floor and faces East. Launch is ample and grassy approx. 2000 sq. meters with windsocks at both the north and south side. Thermic breeze enters launch at around 09.00 and tasks traditionally start at around 11.00. Breeze is generally very light throughout the launchable window with occasional tailwind if the meteo indicates a strong Pacific breeze.

Facilities:

Latrines, sunshades, and snacks will be provided on the south side of the launch.

A snack kiosk with refreshments is available below launch near the parking and spectator areas.

Ballast water is available close to the launch area.

A weighing scale will be sited in the launch area.

Obstructions/Hazards:

In front and below the launch there are high tension power lines. These are visible from the launch.

Distance and access to site:

Launch is a 45 minute drive on a dirt road from the main plaza of Roldanillo and can be accessed by all types of vehicles.

Airspace and Other Restrictions:

An airspace limit of [2900m has been specially granted by the Colombian authorities, which](#) will be strictly enforced throughout the championship. Other restricted or prohibited areas will be shown on the waypoint map and GPS coordinates provided.

Safety issues:

During the competition, the take-off area will be reserved for the pilots, the media and staff and official personnel. The general public and anyone without an ID card will be kept outside the take-off area.

If necessary, an ordered launch method will be used.

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

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.

Re launch:

A competitor will be allowed a single launch only.

A failed launch attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.

In the event of a technical problem immediately after launch, a pilot or team leader must ask permission from the Meet Director to top land. The pilot may only land after permission is given by the Meet Director. The pilot must report to the Meet Director before a second launch. Pilots who do not follow this protocol will be awarded minimum distance only.

Wind dummies:

Official wind-dummies will take-off at the request of the Meet Director.

Free flyers:

Free flyers will only be allowed to fly at the discretion of the Meet Director or Safety Director and must not fly within the start area prior to the start time, fly the task route, nor enter the goal field. Free flyers will not be allowed to launch from 30minutes before the window open until after the window close time.

9. TASK SETTING

Task advisory committee:

The task advisory committee will include 2 pilots nominated and agreed by the Team Leaders, with the approval of the Meet Director.

Task information:

The task board at take-off will show:

- the time the take-off window opens and closes
- the turn points with their radii
- the task deadline and all relevant task and safety information

No task will be set with a wind speed above 25km/h measured at launch.

The take-off window will be open for at least 60 minutes. The window extension policy will be announced at the first task briefing.

10. STOPPED TASKS

If the task is stopped the Meet Director will announce this on the Safety Frequency and pilots must proceed immediately to a safe landing place. The official stop time for scoring purposes will be 10minutes prior to the time of the announcement.

11. SCORING

Detailed scoring rules for 1st Category Championships can be found in the CIVL-GAP document available here:

http://www.fai.org/downloads/civl/SC7_GAP

The GAP 2014 formula will be used in combination with the FS scoring software. Changes to the 2014 edition include: goal shape, purely linear distance points, adjusted formula for leading points, no arrival points, and use of FTV (dropped task). **Note that the final glide decelerators (CESS and AAB) have been suspended and therefore will not be used.**

Nominal parameters will be announced at the first Team Leader briefing.

Map datum, earth model and coordinate format are: WGS84, [FAI sphere](#) and UTM respectively.

Pilots will be allowed to download tracks from up to 2 GPS units only per task.

12. REST DAYS

After 6 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, with the agreement of the MD and the Team Leaders.

13. COMPLAINTS & PROTESTS

A complaint may be made to the Meet Director, preferably by the Team leader, in writing in English, to request a correction. It must be made within 2 hours of the publication of the provisional results and it will be dealt with expeditiously. For the last competition task complaints must be submitted at the latest 1 hour after the publication of the provisional results.

If the complainant is not satisfied with the outcome, the Team Leader may make a protest in writing to the Meet Director.

Protests

Protests must be submitted to the Meet Director, 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 one hour after the result of the complaint is published at the main Headquarters.

The protest fee is 50 USD (fifty). It will be returned if the protest is upheld.

14. PENALTIES

Penalties will be as written in Section 7B 5.7.3.

Modified glider: As per the CIVL CCC Paragliders document, Annex B.

Fire flying: 1st offence – 0 points for the day.

2nd offence – disqualification from the competition.

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who fly into clouds will incur a penalty for the day or be expelled from the event. A pilot is deemed to have flown into a cloud if he/she is:

1. Observed by a meet official or by a nearby air marshal going into and disappearing into a cloud (if barograph or 3D GPS traces from the pilot show that this is the case), and/or:

2. If 2 pilots witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing, and if barograph or 3D GPS traces from the accused show the accused significantly above nearby pilots at the time of the incident, and/or:

3. The meet director at her discretion observes GPS track log data which proves that a pilot was cloud flying.

Witnesses should press Mark/Enter when they see a pilot going into a cloud. Any pilot found to be deliberately

supplying false information about another pilot with respect to cloud flying will be expelled from the competition.

It is recommended that a pilot sucked into cloud who did not have the intention of gaining an illegal advantage should descend safely while flying in a straight line in the direction of the next turnpoint. He should then return to a position of no advantage before continuing the course. Extra height gained is lost by means of big ears or other methods so that other pilots can see (and tracklogs show) it had not been intended to gain an advantage.

Fire flying

Fire flying is extremely dangerous, and will be penalised as cloud flying. Pilots seen to be flying within 500m radius of or directly above the source of a cane field fire or its smoke trail will incur a penalty for the day or may be expelled from the competition. A pilot is deemed to have been fire flying if:

1. He/she is observed by meet official(s) and/or nearby air marshal(s) or pilots within 500m radius of, or directly above a cane field fire, or its smoke trail. Air marshals and/or ground staff will aim to log the position of any fire and the direction of the smoke drift when on or close to the course line.
2. The meet director at her discretion observes GPS track log data or photographic / video evidence which proves that a pilot was fire flying.

Trimming of a glider

Pilots are reminded that any glider shall be flown within the limitations of the certificate of airworthiness. Modifications to a glider that take it outside of its certification are not permitted. No trim tabs or other device other than the brakes and foot-based accelerator system are allowed to be used to alter airspeed in flight. Any such device found to adjust the length of the risers or change the functionality of the speed system will be regarded as cheating, and penalties applied accordingly.