

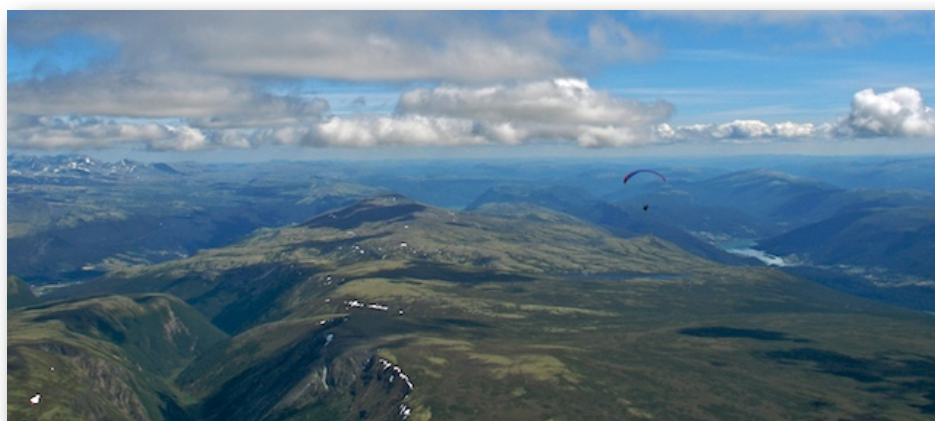
# Local rules for the Nordic Paragliding Open 2010 - Vågå

## *Introduction*

The Nordic Paragliding Open 2010 - Vågå is run according to the General Section and Section 7b of the FAI Sporting Code. References to Section 7b refer to the latest edition of this Code that can be found at [http://www.fai.org/hang\\_gliding/documents](http://www.fai.org/hang_gliding/documents). These additions supersede section 7b and are in place to promote pilot safety and improve the sporting nature of the event.

**Safe flying:** All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competition, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to the Nordic Paragliding Open for all pilots to accept without restriction to hold the Organisers blameless, and waive all claims to compensation.

**Sportsmanship:** The purpose of the Nordic Paragliding Open is (1) to provide a sporting, fair, competitive and safe contest, in order to determine event winners in the different categories involved, and (2) reinforce friendship among competitors and pilots from visiting nations.



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# **1. Sporting Behaviour**

## **1.1 Behaviour**

Competitors not behaving in a safe, proper, friendly and sporting manner will be penalised and may be disqualified.

## **1.2 Abuse**

Any verbal or physical abuse of any of the competition officials will be dealt with according to the FAI General section chapter 5.2 of the sporting code rule concerning stewards and jury members and Section 7b Chapter 12 of the FAI Sporting Code.

# **2. Number and Nationality of participants**

The Nordic Paragliding Open 2010 - Vågå allows 120 participants.

Until the 15th of March all 120 places in the competition is reserved for pilots living in Norway, Sweden, Finland, Iceland or Denmark, or pilots with a nationality from one of the mentioned countries. Pilots with other nationalities can fill out the registration form, but has to wait until the 15th of March with the payment. If there are still free spots after this date these are open for all nationalities.

# **3. Insurance**

## **3.1 Medical Cover + 3rd Party liability cover**

All participants must have a valid medical health care insurance covering all hospital expenses, rescue and repatriation, and a third party liability insurance with an insured limit of at least EUR 600 000 (or foreign currency equivalent).

A statement from your insurance company, in English, swedish, danish or norwegian language must be shown at the final registration, proving that you have met the insurance requirements and including a 7 day, 24hour contact number in case of accident.

If insurance details are not available the pilot will lose his/her place to a pilot on the waiting list.

# **4. Glider classes**

## **4.1 Nordic Open**

The Nordic Open is an Open Class event. The highest ranked pilot after the last task is the Nordic Open Champion. There are trophies/medals for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Overall.

## **4.2 Nordic Open, Serial Class**

There are trophies/medals for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in the Serial Class as well. If you are competing in the Serial Class please make sure you are registered as flying as Serial Class wing at the registration.

## **4.3 Nordic Championships**

The Nordic Champion is the highest ranked Nordic pilot after the last task. There are trophies/medals for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> ranked Nordic pilot.

#### **4.4 Female class**

We will award the best woman in 4.1 with a trophy/medal.

### **5. Registration**

#### **5.1 Registration validation**

The registration is only valid once the organization has received the registration fee.

#### **5.2 Cancellation of registration**

The registration may be cancelled by the pilot, and the registration fee minus bank transfer fees returned, up until four weeks prior to the event. After this deadline the registration fee will only be returned provided;

- 1) there is a very good reason (health problems with the near family or the pilot him/herself or similar),
- 2) another pilot from the waiting list is found to fill the vacant space.

#### **5.3 Final Registration**

The Final registration will take place at the HQ the evening before the competition begins. Pilots must bring the following;

- 1) a GPS that follows the criteria under art. 10.13 GPS and a cable for this instrument,
- 2) an insurance statement as stated under art. 3.1,
- 3) a IPPI PP5 flying-license or equivalent.

If you cannot make it to the final registration pilots should give notice to the organizers. An extraordinary registration can happen the morning before the first task if the pilot have good reason for not reaching the final registration, eg. sickness and transportation-trouble. However, there will be no late registration for pilots choosing to wait because of bad weather.

### **6. Organizers and Committees**

#### **6.1 Meet Director (MD)**

The Meet Director is responsible for the successful management of the event, assisted by other officials.

#### **6.2 Safety Director (SD)**

The Safety Director is responsible for the safety during the competition.

#### **6.3 Task Committee (TC)**

The Task & Safety Committee consists of:

- The Meet Director
- One pilot with good local knowledge chosen by the MD
- One pilot representative voted by competing pilots at the first General Briefing

TC should unanimously agree to each day's task, considering all issues affecting task safety.

#### **6.4 Safety Committee (SC)**

The Safety Committee consists of:

- The Meet Director
- The Safety Director

- Two pilots representing and voted by the competing pilots at the first General Briefing.

Safety committee should ensure that the conditions are safe to fly in, and they can give their opinions to the Task Committee about the task set for the day.

The committee should remain in contact during the task in order to continuously evaluate conditions and make decisions regarding safety.

## **6.5 Protest Committee**

Following a protest, at the next general briefing two pilots shall be elected by secret vote by the pilots and will constitute, with the MD, the jury in charge of dealing with the protest. The committee will have the power to deal with all formal protest that arises during the competition.

## **7. Transport to Take off & Pilot cards**

### **7.1 Transport to take off**

The transport to takeoff is done with buses and minibuses. In case the whole pilot group cannot go up in one go we will use a turn-taking system based on the numbers on the pilot cards, so that numbers 1 to XX go up first on one day, numbers XX+1 to 125 go first the next day, etc.

You miss your group at your own risk – if the first buses have gone up with empty seats, and the second wave is unable to take the rest, those with the "wrong" numbers may be asked to find their own transport to launch.

### **7.2 Pilot card**

Each pilot is issued a pilot card with his name and important numbers. The number on the card is the pilot-id that will be used for the online track-log delivery.

## **8. Time schedule**

### **8.1 General Briefing**

There will be a general briefing at the competition HQ at 0930h every morning. The task briefing time on launch will be announced at this briefing. The first wave of buses can leave shortly after the general briefing.

#### **8.1.1 Electronic briefing**

If the weather in the morning is looking bad but there is hope of a late task, we may use the competition website as communication/briefing means. The morning briefing will then specify when you should check the website to see if the buses are going up or not. A final cancellation of the day will also be announced there.

### **8.2 Task Briefing**

The task briefing will be held on launch at the time specified at the General Briefing. The window may open 15 minutes after the end of the task briefing.

### **8.3 Scoring**

Track-log must be uploaded to the web server before a deadline set at the task briefing. If you cannot make it before this time you must let us know either in person, via telephone or via SMS before the deadline (See paragraph 13.2 on how to download your track-log.). Scoring commence after this deadline. The Meet Director may postpone the deadline if it is necessary.

## **8.4 Provisional results and complaints**

Provisional results are published Online and physically at the competition HQ. The results will be published as soon as they are ready. The Organizer will strive to get this done the same evening.

Complaints may be made up to 2 hours after the formal publishing of provisional results, in exceptional cases (late publishing) they may be made on launch the following day, *before* the window opens.

## **9. Complaints, Protests and Appeals**

### **9.1 Complaint Procedure**

Any pilot registered in the competition can make a written (in English) complaint to the Meet Director. It has to be made within two hours of the announcement of the provisional results (for exceptions see above). The Meet Director will deal with the complaint.

### **9.2 Protest Procedure**

If the person complaining is not satisfied with the outcome of complaint, he has the right to protest. Such protests must be made in writing (in English) and be handed to the MD with a protest fee of NOK 200 within 2 hours of the announcement of the decision regarding the complaint. The protest committee decision will be displayed on the official information board. The protest fee will be refunded if the protest is upheld.

## **10. Flying and safety regulations**

### **10.1 Compliance with Law**

Each competitor is required to conform to the law and rules of the air in Norway.

### **10.2 Airspace**

Task setting will avoid conflicts with restricted airspace.

Pilots must be fully conversant with air space regulation in the competition area, and must be in possession of necessary equipment, e.g.. altimeter, GPS device recording 3D track-log and a map, needed to comply with these regulations.

The organizer will do a presentation of airspace regulation around Vågå the evening before the competition begins, and provide a map with the airspace altitude and borders.

#### **10.2.1 Penalties for airspace violations**

A pilot violating any of the altitude limits by more than 50 meters horizontal or vertical according to the GPS height of their own track log will receive zero score for the day.

### **10.3 Flight Limitations**

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any maneuver hazardous to other competitors or the public is prohibited.

### **10.4 Damage to a Competing Glider**

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss or theft beyond the control of the competitor. It may be replaced by an identical make and model, or by one with similar or lower

performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

### **10.5 Protective Equipment**

Every competitor shall wear a protective helmet and carry an emergency parachute and back protection on all flights.

### **10.6 Fitness**

A pilot may not fly unless he/she is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying.

### **10.7 Collision Avoidance**

Circuit, turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

### **10.8 Turn Direction**

The MD will confirm each day the direction of all 360deg. turns in front of take-off, within a given area and time. Failure to comply with turn direction will incur a penalty.

### **10.9 Cloud Flying**

Cloud flying is defined as any part of the glider or the pilot disappearing into cloud. Cloud flying is prohibited and may be controlled by flying marshals, GPS track log and witness statements supplied by more than one pilot. For safety reasons, including collective cloud flying, the MD may cancel the task before the last landing time.

Should a pilot enter cloud he or she must be seen by pilots to return to a point of no advantage. This means leaving the cloud in a timely and safe manner and losing height to return to a position lower and further (in relation to next turn point/goal objective) than when the pilot entered cloud.

### **10.10 Rain on the route**

If there is local rain on the route that has been set for the day, the Meet Director have the power to let the task go on if he thinks it is possible to fly around or wait in the air until the condition improve. The Meet Director can choose to let the task go on in the event that pilots fly deliberately into the rain to get the task stopped.

### **10.11 External Aid to Competitors**

External aid to competitors is not permitted

### **10.12 Communication Equipment**

Radios should be carried in flight by all participating competition pilots and radios may only be used in the air for safety reasons. The Organiser of the event will announce an official safety frequency. For retrieval the Organiser may announce one or more frequencies. The Organiser is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated.

It is recommended that the pilot leaves mobile phone switched on and readily reachable

during flights. This may aid in locating you if you are injured, and it will make it easier for yourself to call for help.

### **10.13 GPS**

3D track-log from a GPS will be used for flight validation.

Each pilot must be equipped with at least one GPS with the ability to record a 3D track log and must be able to communicate with GPSDump. If the primary GPS fails a second GPS, also with a 3D track-log, is acceptable to validate a competitor's flight, provided there is no dispute over the flight.

## **11. Safety Report Back system**

### **11.1 Sign to fly**

Organizers have helpers present on launch with pilot lists which you should sign in order to make sure that we'll come looking for you if you don't report back.

Pilots who fail to sign the "Sign to Fly" list at launch will score zero for the task.

### **11.2 Reporting back**

Pilots must report back before the report-back-deadline given at the task-board. Pilots should strive to do this right after landing, or as soon as he or she have GSM coverage.

The primary method of reporting back is by the retrieve SMS to the HQ retrieve phone.

See paragraph 15.4 about the format.

Pilots must report back event they reach goal or land at the national center.

A pilots failure to report back before report back deadline gets zero score for the task. The Meet Director can make exceptions to this rule if the pilot was outside GSM coverage.

### **11.3 Explanation**

The reason for this rule is that we are using virtual goals and we cannot guarantee that there will be goal marshals ready when pilots arrive in goal, so there may well be no one to take down your names/numbers. The online track-log delivery also means that the organizer cannot check that you are back when the track-log is delivered.

## **12. Start cylinders, turn-points and goals**

### **12.1 Start systems used**

The start system for both Elapsed Time races and air start Race to Goal tasks is a start cylinder that must be either entered or exited after a time given on the briefing.

We may decide to have a Turn-point 0 that must be taken BEFORE the start cylinder.

This is done to reduce congestion in the air around the start, and to bring pilots away from any possible altitude restriction problems.

We may also use Ground Start. A Ground Start is a means of opening a race where the start and the window opens simultaneously, and the clock starts as soon as the window opens.

### **12.2 Turn-points**

GPS will be used for task verification. This means, among other things, that all turn-points are "virtual", i.e. if there is discrepancy between the physical object on the ground and the GPS coordinates then the latter overrules the former. Turn-point sectors will generally be FAI 400m radius cylinders although other radii may be set by the task committee. It is up to the pilot to make sure that there are track log points stored in his GPS from inside the turn-point cylinder.

### **12.3 Goal**

The goal is also a "virtual" cylinder, often with a 400m radius. We may set a larger goal cylinder where the time is stopped but to be awarded the full amount of time points you must still make it into the smaller goal cylinder. This is one way to make sure that pilots do not race too hard close to the ground. There are no goal marshals to time goal arrival – arrival times are taken from the pilot's GPS.

## **13. Scoring system & Online track Upload system**

### **13.1 Explanation & background**

The Online track upload system is intended as a service to pilots and a way to make the scoring job easier and less stressful. If you do not possess the necessary skills ask a co-pilot or the organizer for help. The organizer will do a presentation on how to upload your track-log the evening before the competition begins.

### **13.2 Saving the track-log & uploading**

In order to upload a track to the scoring system you will need to download your track-log to a computer with the help of a free program called GPSDump - available through [http://www.multinett.no/~stein.sorensen/body\\_gpsdump.htm](http://www.multinett.no/~stein.sorensen/body_gpsdump.htm). The track-log must be saved in the .kml format.

Go to [www.nordic-open.eu](http://www.nordic-open.eu) and you will find a link to a webpage where you can upload your track. Fill out name, pilot id and browse for your track-log.

You must bring your own GPS cable to the event, as the organizers will not lend out any cables. Some computers will be public available to download your track-log.

### **13.3 Scoring system**

The Nordic Open 2010 uses the FS scoring system, made by Stein Tore Erdal. Scoring parameters will be set before the first task briefing, and posted on the task board.

### **13.4 "Jump the Gun"**

FS has the option to use the so-called "Jump the Gun" factor. The idea is that a pilot accidentally entering/exiting the start cylinder before the start opens is not scored zero points, instead the "Jump the Gun" allows us to penalize the offending pilot with a time penalty of a preset factor. In the Nordic Open 2010 we have set this factor to 20 (meaning that a pilot starting 10 seconds early will have 200 seconds added to his goal time.)

In order to avoid pilots using this start time leniency strategically we have decided that we only allow a maximum of 60 seconds of "jumping the gun", i.e. if a pilot starts more than one minute early he will be scored zero for the task.

## **14. Validation of tasks**

### **14.1 Task Validity**

The task will be validated when: The Launch window has been open for the minimum required time.

The formula for the minimum required time is as follows: (X) Number of competitors flying the task multiplied by 2 minutes divided by (Y) number of launch positions OR all competitors who have launched.

## **14.2 Stopping of a Task**

The Meet Director can stop a task in case of hazardous weather or other conditions that in his or hers view could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency.

The Meet Director can empower other officials, e.g. the Safety Director, to have the right to stop a task if the Meet Director is unavailable for a short time.

If one or more pilots have passed the minimum distance at the time the task was stopped, the task is scored up until the stopping time minus 10 minutes. If not, the task is cancelled with no score.

## **14.3 Cancellation after Landing Time**

After the last landing time a task can only be cancelled by a safety committee decision. The Meet Director can ask for a decision on the validation of a task.

## **14.4 Assistance to a Pilot in Danger**

All pilots must gather up their gliders immediately after landing. A glider lying open on the ground means "I need help!".

The pilot should only land to assist if it is safe to land in the area.

## **14.5 Compensation to an Assisting Pilot**

A pilot rescuing an injured pilot will be given points corresponding to his own average score percentage so far. For example a pilot who has scored

Task 1: 920 on a 1000 points task (92%)

Task 2: 771 on a 890 points task (86.6%)

Task 4: 415 on a 613 points task (67.7%)

This pilot has had an average score percentage so far of 82.1%. If he lands to assist a pilot on Task 4 which has a maximum score of 818 points he will be awarded  $818 \times 82.1\% = 672$  points for that day.

Landing to assist an injured pilot during task 1 will give the average score of all pilots on this day.

# **15. Retrieve rules**

## **15.1 Explanation**

The retrieve system is based on smaller minibuses and two big buses.

The minibus/bus will do retrieve by the main road close to the route that has been set.

## **15.2 Limitations**

The organised retrieve is limited to main roads along the task course. If you land in the sticks or on the mountain-plateau it is your responsibility to make it to the main road.

## **15.3 Retrieve communications**

Once you have reached a main road you have a decision to make:

- 1) You may decide to organize your own retrieve (e.g. by hitch hiking), or
- 2) You may contact the retrieve officer for a retrieve. **These two options should not be mixed!**

Once you have sent an SMS to the retrieve officer to ask for a retrieve from a position along a main road **you are bound to stay at this location.**

Doing to the opposite will confuse the system and cause delays for all the other pilots being retrieved, and you may be penalised in your day score if you muck it up sufficiently. You may cancel a retrieve via SMS if a very good lift turns up, but once you have cancelled your retrieve we do not want to have new SMS from you with retrieve wishes.

#### **15.4 The retrieve SMS**

The retrieve SMS should look as follows:

***Pilot no. XX wishes to be retrieved from (Village, junction, km N-E-S-W of village/junction along road no. YY, close to which TP).***

We will not confirm the receipt of your SMS's at the competition HQ. One pilot may send a retrieve SMS for a group of pilots waiting at the same spot, but remember to ask all if they intend to remain there until the bus arrives. Remember to include all the pilot id's in the SMS.

## **16. Trophies and titles**

### **16.1 Trophies awarded by the Nordic Open organisation**

The Nordic Open is an umbrella competition covering a number of different titles. The actual Nordic Open organisation will award trophies in the following categories:

- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> ranked Overall in the competition
- 1<sup>st</sup> ranked woman Overall in the competition
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> ranked Nordic pilot in the competition
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> ranked Serial Class in the competition

### **16.2 Other prizes and/or trophies**

Any other prizes should be supplied by the National Federations.