



LOCAL REGULATIONS

TEST EVENT

17TH FAI WORLD PARAGLIDING CHAMPIONSHIPS
CŒUR DE SAVOIE — MONT-BLANC — 2020

CHAMOUSSET, FRANCE – MAY 23 TO 29, 2020

Waiting for validation by the FAI

Organised by
Air Évènement

On behalf of
Fédération Française de Vol Libre

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

- General Section
- Section 7 Common
- Section 7 A – Cross Country
- Section 7 F – XC Scoring
- Section 7 G – CCC Paragliders requirements
- Section 7 H – Flight recorders specifications
- Section 7 I – Guidelines and Templates

1 - Contacts

Organising NAC:

FFVL – 1 Place Général Goiran, Le Chaumont – 06100 Nice

<https://federation.ffvl.fr/contact>

Phone : +33 4 97 03 82 82

Mail : bettina@ffvl.fr and sophie@ffvl.fr

Competition organiser :

Air Évènement – 756, route des Berres, 73390 Chamoux-sur-Gelon

Phone : +33 6 31 83 74 06

Mail : airevenement@gmail.com

Official website:

<http://vollibre.tourisme.coeurdesavoie.fr/?lang=en>

Registration website:

http://vollibre.tourisme.coeurdesavoie.fr/en/pre_world-2020/pre-registration

2 — Officials

Event organiser:	Philippe Roéa
Meet director:	Didier Mathurin
Safety director:	Joël Favre
Rescue coordinator:	SDIS de Savoie
Life tracking and retrieval:	Air Evènement Volunteers
Weather forecast:	In the course of recruitment
Transport and Retrieval:	Bernard Dupuis
Scorer:	Ulrich Jessop
Aide de Camp :	Stéphane Malbos
Doctor:	SDIS de Savoie
Headquarters Coordinator:	Philippe Retout
Host/Hostess:	IAE de Savoie, Cloé, Elise, Pauline, and other volunteers
Take-Off Marshal:	Patrick Rabut
Goal Marshal:	Joel Riss
Public and Press Relations:	Manon Tharaud
Photographs, videos:	Jérôme, Philippe Air Evènement TV
Social events:	William Roéa
CIVL Steward:	Goran Dimikovski

3 - Programme

Practise Period:	23rd of May – 9 a.m. – 4 p.m. — HQ.
Official Registration:	23rd of May – 9 a.m. – 6 p.m. — HQ
Opening ceremony/Parade:	23rd of May – 7 p.m. – HQ
Mandatory Pilots' and Safety Briefing:	23rd of May – 6 p.m. – 7 p.m. — HQ
Welcome Dinner:	23 rd of May – 8 p.m. – HQ

Contest flying days: 24th of May to 29th of May
Prize – giving & Closing Ceremony: 29th of May – 19h – HQ

The hours are subject to change. Any changes before the start of the competition will be posted on the website or/and will be communicated in an appropriate way.

After the start of the competition, changes will be announced by the Meet Director at the pilots' briefing. They will be posted on the official board at headquarters or sent to all pilots (SMS, email, Telegram).

Typical schedule on training and competition days

8:30 a.m.	Headquarters open
8:45 a.m.	Pilots' Briefing
9:00 a.m.	Transportation to take off
9:00 a.m.	Task and Safety Committee meetings
11:15 a.m.	Pilot briefing/Task briefing
12 p.m.	Take-off window opens
3 p.m.	Scoring office opens
9:00 p.m.	Provisional results

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 pilots' briefing or sent to all pilots (SMS, email, Telegram.)

4 - Entry

The maximum number of pilots in the test event is 120.

- 70 places will be available for foreign pilots including at least 10 women.
- 45 places will be available for French pilots including at least 5 women.
- 5 wild cards will be at the disposal of the organisers.

5 - Eligibility to compete

Between March 1, 2018, and February 1, 2020, pilots must be ranked in the top 500 in the WPRS or scored a minimum of 40 WPRS points in any single FAI sanctioned event.

6 - Application to compete

All applications must be made through the website starting from November 23, 2019 and finishing on February 22, 2020.

All information required on the application form must be filled.

7 - Allocation and payments

If more applications are received than the maximum number of pilots expected, allocation rounds will be made according to these principles:

- The reference is the WPRS published on February 1, 2020.
- Pilots are ranked in the WPRS order. Places for women are allocated first, then places for men. The highest ranked pilots are allocated first.
- For Foreign pilots, one pilot per nation is allocated first, then other pilots only according to their ranking.
- The first allocation will be made, and results published on the official website on February 23. The entry fee payment process will start on February 23. Confirmation of

payment transfers must be sent to the organisers by email before February 29. The allocation table will be updated. Any unpaid places will be reallocated.

- A second allocation will be made on March 7. Confirmation of payment transfers to be sent before March 14.
- A third allocation will be made on March 21. Confirmation of payment transfers to be sent before March 28.
- If any place then becomes available, it will be allocated at the discretion of the organiser.

8 - Entry Fee and payment

The Entry fee will be €250 per pilot.

The Entry fee includes:

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

Entry fees are to be paid to the following account or by credit card, following the link that will be sent if the pre-registration is accepted by the organisation.

Account Name: AIR EVENEMENT

Bank Name: BANQUE DE SAVOIE

Swift Code: BSAVFR2CXXX

Account Number IBAN: FR76 1054 8000 1870 1318 7621 182

Please indicate that the payment reference is:

- Paragliding Pre world 2020,
- Your name
- CIVL ID.

Refund policy

In the event of pilot withdrawing from the competition before March 21, a full refund will be offered (less 50 Euro for administration costs).

Cancellations received after this date will not be eligible for a refund except at organisers discretion.

9 - Registration

Registration will be done according to Section 7 Common – 5.2 and Section 7A – 2.4.

Entry forms will be completed, checked and signed during registration.

Online FAI sporting License is mandatory for all pilots

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, if necessary.

Attention!

The pilots' and safety briefing that will take part in the competition HQ, on Saturday, May 23, at 6 p.m., is mandatory.

Pilots who do not attend this meeting will not be permitted to fly in the competition.

10 - Insurance

The local insurance rules are not still set up. We will give you more information as soon as possible.

At registration, the organisers will require documentary proof in English of a valid insurance covering:

- Public liability risk (minimum value: €100,000)
- Individual accident, covering paragliding specific activities outside the pilot's country of residence (minimum value: €xxxxxx)
- Medical treatment (minimum value: €xxxxxx)
- Medical helicopter evacuation (minimum value: €xxxxxx)
- Repatriation coverage (minimum value: €xxxxxx)

The FFVL will offer at the HQ prior to registration insurance covering:

- Public liability risk (at a price of €xx, valid for X days).
- Medical/accident/evacuation/repatriation (at a price of €xx, valid for X days).

11 - Equipment

All equipment must abide by Section A - 4 and 8 and CIVL GAP.

In addition, pilots are required to fly with:

Mobile phones and Sim cards

They must accept European or French Sim cards. Local Sims will be provided free of charge to each competitor with a non-European Sim card.

European or French Sim card are highly recommended for safety, landing report and retrievals.

Radio

As per Section 7A - 4.5.3.

Radio receivers are mandatory for all the pilots. Voice activated microphones (VOX operated) are strictly forbidden. Radio transmitters are permitted.

- Pilots frequency is: 143,925
- Retrieval frequency is: 143,700
- Safety frequency is: 143.9875

It is mandatory to have the radio tuned into the pilots' frequency while flying.

Using a previously announced Team frequency is allowed if the pilot's radio permits monitoring his team frequency while receiving simultaneously broadcasting on the safety frequency.

Contest number

As per Common Section 7 - 5.2.4.

The numbers supplied by the organisers must be placed under the centre of the wing, top towards the leading edge. Contest numbers must be at least 40 cm high and with a line thickness at least 40 mm.

It is not allowed to have a second number on the glider beside the official competition number.

Existing PWCA 2020 numbers can be used.

12 - Committees

Pilots of the two committees will have priority to enter the take-off area at any time.

Task Advisory Committees (TAC)

It will include 3 pilots and the FAI Steward.

All the pilots can apply for the TAC until the end of the official registration.

TAC's members will be proposed for approval by the Meet director and the Safety Director to the pilots at the mandatory pilots' and safety briefing.

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.

Safety Committee (SC)

It will include 3 pilots.

All the pilots can apply for the SC until the end of the official registration.

These 3 pilots will be elected at the mandatory pilots' and safety briefing.

13 - Take off site

Nom	Take off main – alternative	Drop	Altitude	Take off lines	link	Orientation	Travel time
Montlambert	main	620	890	4	https://federation.ffvl.fr/sites_pratique/voir/647	light south – strong Nord	35mn
Montmin (La Forclaz)	main	780	1240	4	https://federation.ffvl.fr/sites_pratique/voir/1260	N /NE/NW	1 h 15
Valpelouse	main	1037	1800	4	https://federation.ffvl.fr/sites_pratique/voir/316	N/NO/O	50mn
Chalet de l'Ebaudiaz	main	1450	1650	5	https://federation.ffvl.fr/sites_pratique/voir/172	Nord	1H00
Saint hilaire du Touvet	alter	700	950	3	https://federation.ffvl.fr/sites_pratique/voir/1246	E/SE/S/SO	50mn
Les Saisies - Signal de Bisanne	alter	1270	1970	3	https://federation.ffvl.fr/sites_pratique/voir/347	SE/S/SO//N/NO/NE	1h00
Le Revard	alter	1035	1460	3	https://federation.ffvl.fr/sites_pratique/voir/1072	SW/W/NW	1h10
Le Sire	alter	1205	1480	5	https://federation.ffvl.fr/sites_pratique/voir/651	S/ SW	1 h 10
Chamrousse	alter	1290	1840	4	https://federation.ffvl.fr/sites_pratique/voir/1025	toutes orientations Vent météo moins de 10 km/h	1 h 15
Passy - Plaine Joux	alter	739	1347	4	https://federation.ffvl.fr/sites_pratique/voir/124	S/N	1:55 a m
Grand Bornand Mont Lachat	alter	1130	2060	4	https://federation.ffvl.fr/sites_pratique/voir/1153	N NW S SW	2:10 a m

14 - Launch

Launch system

Free access through a gate to multiple starting points will be the main launch system in use during this competition.

Ordered launch may be used at the discretion of the MD according to Section 7A 3.3.5

Priority

In case an ordered launch system is used, the top 5 females and 15 males will have priority to enter the take-off area at any time. First task priority will be defined by the rank of

participating pilots in the current WPRS ranking. Then current ranking of the competition will be used as the reference.

Relaunch

As per Section 7A 3.3.9

Competitors will be allowed a single launch only.

Wind speed at the take off

The maximum wind speed in which a task shall be flown is 28 km/h, measured at take-off at man's height. Wind speed will be determined by the Meet Director or Safety Director using their own devices. No other measurement will be considered as official.

Launch may be temporarily suspended if the window has been opened and maximum wind speed has been exceeded. If such a case occurs, suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

15 – Goal

There will be no specific rules.

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

CompCheck software applies a 10-meter tolerance on the ground for the position of the goal line. This tolerance is applied only on the ground, not in the air. It is a virtual goal line with a physical reference.

16 - Airspace and other restrictions

According section 7. A 6.3 – 6.3.2

Airspace

There will be airspace limitations.

For penalties purpose, the value of XX is: 0 metre and the value of YY is: 100%

- Airspace restrictions will be defined above mean sea level (AMSL).
- Details will be communicated with the pilots during the safety briefing and the daily pilot briefing.
- An 'open air' files will be provided in the web site of the organisation in accordance with the aviation authorities.
- A pressure setting (QNH) for the flying day will be clearly displayed on the task board
- The safety Director will be in constant contact with the Civil Aviation Authorities.
- In the case of non-scheduled, emergency or other flying activities, information about extra limitations or restricted areas will be given at the task briefing.

Protected areas

There will be bird-of-prey 'protected areas.

Although not strictly considered as prohibited airspace, pilots are highly encouraged not to fly in these areas. Penalties will be given when pilots fly in protected areas.

Cloud Flying

As per Section 7A – 6.3.1

It is unsporting to gain an advantage by flying in cloud, and unsafe.

If a pilot is inadvertently sucked into a cloud, he must demonstrate that no advantage was gain

The pilot's tracklog will be checked to determine the advantage being taken by cloud flying.

A complaint can be done by competition officials, Air Marshalls, or a least 2 pilots witnessing the event.

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 turn point. He should then return to a position of no advantage before continuing the course.

Extra height gained must be lost generously so that other pilots can see (and tracklogs show) it had not been intended to gain an advantage.

17 - Penalties

As per Section 7A - 6.

Penalty for day winner

According to 6.2.1 – When a pilot is penalised with ‘zero for the day’ and the pilot is the day winner, he shall be scored as absent (ABS) and listed as penalised. The intent of this rule is to remove this pilot’s influence from the day’s score and FTV.

Live trackers

Not bringing back the Live Tracker to the headquarters as soon as possible after landing will be considered as unsporting behaviour.

- First offence: warning.
- Second offense: 0 for the day.

Protected areas

Pilots entering a protected area

- First offence: warning.
- Second offense: 100 for the day.
- Third offence: 0 for the day.

If a pilot enters one area more than once while climbing in the same thermal, this will be considered as one offence.

If a pilot enters more than one area during the same task, the penalties will be cumulative.

18 - Safety issues

Assisting injured pilots

As per Section 7A – 5.5.1

If a pilot lands or limits his flight to help another pilot, his score for the day shall be his average day-weighted score averaged over his previous task scores. As the meet progresses that score will be adjusted after each task.

The pilot’s tracklog will be checked to determine the situation before any decision.

The Meet director may also award extra points.

Report back

It is mandatory for all pilots to install telegram in their phone.

Report back immediately after landing by telegram (5 minutes maximum)

Free flyers and media

As per Section 7 Common - 8.5.

Free Flyers won’t be allowed to take off from the official launch area 15 minutes before the opening of the window and the 15 minutes after window closing time, except with the permission of the meet director.

Official wind – dummies or Air Marshals will take by the request of the Meet Director and will not fly the task route except with the permission of the meet director.

19 - Scoring

The PWC formula used during the 2019 PWC Supe Final will be used, along with Compcheck scoring software.

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

Parameters will be set as:

- Nominal launch: (default value = 96%).
- Nominal distance: 60 km
- Minimum distance: 3 km
- Nominal goal: 30%
- Nominal time: 1:30 am

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

The primary source of scoring is GPS logs received from the CIVL Flymaster tracking System.

All other instruments that pilot may have (maximum of two) are considered as backups.

Those instruments must comply with the CIVL accepted instruments list, published on the CIVL web site at <https://new.fai.org/page/civil-xc-instrument-accepted>

It is at the discretion of the Meet Director to allow further units to be presented as a source of the track logs.

Stopped task

As per Section 7A 3.5 and 7 F XC scoring (CIVL GAP) 12.3 – 5.7

- Announcement – The Meet or the Safety Director will announce stopped task and stop time on the pilots' and safety frequencies. In addition, this stopped task and stop time may be notified by other ways (Telegram, team frequencies...)
- Requirement for stopping a task – For Race to goal task, the task stop time must be one hour or more after the race start time.
- For other tasks the task stop time must be one hour or more after the last pilot started
- Scored back time – 5 minutes
- Altitude Bonus – Glide ratio: 4

All altitude values used for these calculations are GPS altitude.

21 - Live Trackers

The organisation will provide to all pilots live trackers. Live-trackers are essential for safety and retrieve. They will also be used as the primary source for scoring and to achieve significant media impact.

Every morning, each pilot must pick up his own live-tracker. Picking it up is considered as registering for flying.

Pilots must keep them during the flight, always turned on. They must give them back at the headquarters immediately after they have been retrieved.

In case of a malfunction of a live tracker, it is a pilot's responsibility to report that immediately to the Live-Tracking Manager, Safety or Meet Director.

In case of loss or damage of a live tracker, the pilot will be asked for a €250 compensation.

22 - Complaints and protests

As per General Section and Section 7A – Chapter 7.

Only complaints and protests in writing in English are accepted.

Pilots are encouraged to read Section 7 I – Guidelines and Templates – Chapter 7, before making a complaint or a protest.

A 3-member Jury will be appointed by the Meet Director in agreement with the CIVL Steward at the first general pilots briefing. In case of conflict of interest between a juror and the protester, an alternate juror will be appointed by the Meet Director in agreement with the CIVL Steward.

Complaints

If the provisional results are published before 10 p.m., complaints must be submitted before 8:30 a.m. the next day. If the provisional results are published after 10 p.m., complaints must be submitted before 11:00 the next day. On May 27, if the provisional results are published before 10 p.m., complaints must be submitted within 4 hours of the publication of the provisional results posted on the headquarters official board.

For the last two 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.

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

Protests

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director, within 12 hours of the result of the complaint being published at the headquarters.

For the last two competition task, protests must be submitted within 1 hour after the result of the complaint is published at the headquarters.

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