

## LOCAL RULES

# Parang Open 2013

Parang Mountains, Romania

### 1. Introduction

The Parang Open runs 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/sc7.asp](http://www.fai.org/hang%20gliding/documents/sc7.asp). These additions supersede section 7b and are in place to promote pilot safety and improve the sporting nature of the events. 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 Parang Open for all pilots to accept without restriction to hold the Organizers blameless, and waive all claims to compensation. Sportsmanship: The purpose of the Parang Open is to provide a sporting, fair, competitive and safe contest, to determine event winners in the many different categories involved, see §8, and to reinforce friendship among competitors and pilots from visiting nations.

### 2. Flying Site

Races will be held in two places:

- a. Parang Mountains – Triangles between Parangul Mare Peak and Jiu Valley (Towns of Petrosani, Vulcan, Uricani)
- b. Clopotiva – Over the Hateg Valley going to Jiului Valley (Town of Baru), with possibility of triangles.

### 3. Purposes

- Rating of the best pilots.
- Paragliding Popularization and development.
- Ecology and Healthy life style advocacy.
- Friendship and co-operation between Romanian and other countries pilots.

### 4. Sporting Behavior

#### c. Behavior

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

#### d. 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.

## **5. Organizers**

### **a. The main organizers are:**

SkyTribe Paragliding Club Timisoara (<http://skytribe.ro/contact>)

Air Adrenaline Sport Club Sibiu (<http://airadrenaline.ro>)

### **b. Event runs under auspice of Paragliding Federation of Romania (FAR), FAI.**

### **c. General organizer: SkyTribe Timisoara and Air Adrenaline Sibiu.**

Meet Director: Ilie Mihai (FAR)

Safety Manager and Observer: Jurca Valeriu (Croco)

Competition Doctor: Remus Popescu

## **6. Place of event and order**

### **a. Parang Open 2013 allows 150 participants.**

### **b. Place of event: Parang Mountains, Romania**

### **c. Period: July 13 – July 20, 2013**

### **d. Main schedule:**

#### **Friday, 12 July, 2013**

Official Registration and Training Day

18:00 - 21:00 Registration

#### **Saturday, 13 July, 2013**

09:00-11:00 Registration

11:00 Mandatory Safety Briefing at the HQ Takeoff

12:00 Competition Day.

#### **Sunday, 14 July - Saturday, 20 July, 2013**

Competition days

#### **Saturday, 20 July, 2013**

19:00 Prize giving ceremony

#### **Daily schedule**

08:00 - Headquarter opens

09:00 - Deadline for the previous day protests

10:00 - Daily briefing transportation to Take off

The day off is if weather is not flyable.

## **7. Open Class**

Open Class is prohibited at the Parang Open 2013 competition. Only certified gliders are accepted.

## **8. Glider classes**

### **a. Parang Open Championship, Romanian Cup Stage 1**

Parang Open 2013 Paragliding Championship is a Serial Class event. Only certified gliders are permitted, according to Section 7B. The highest ranked pilot after the last task is the 2013 Parang Open Paragliding Champion. There are prizes for 1st, 2nd and 3rd Overall for men and women (if no less than 5 women in the competition).

### **b. Parang Open Paragliding Championship, Sport Class (EN-C)**

There are prizes for 1st in the Sport Class, if there are no less than 8 registered pilots. If you are competing in the Sport Class, please make sure you are registered as flying as Sport Class (EN-C, LTF/DHV 2) wing at the registration.

### **c. Parang Open Paragliding Championship, Fun Class (EN-B)**

There are prizes for 1st in the Fun Class as well, if there are no less than 8 registered pilots. If you are competing in the Fun Class, please make sure you are registered as flying as Sport Class (EN-B, LTF/DHV 1-2) wing at the registration.

### **d. Parang Open Paragliding Championship, Teams**

There are prizes for 1st, 2nd, 3rd in the Team Ranking. If you are competing as part of a Team, please make sure you are registered accordingly.

### **e. Romanian Cup Championships**

The Romanian Cup is scored at the PWC and this way you can get letters for this criteria.

### **f. Women Rating**

Women participate in Overall and women's ratings. Minimum number of participants for women's rating is 5.

## **9. Prizes and titles**

### **Prizes supplied by the Parang Open 2013 Paragliding Championship organization**

The Parang Open 2013 Paragliding Championship is an umbrella competition covering a number of different titles.

The Parang Open 2013 Paragliding Championship organization will award prizes in the following categories:

- 1st, 2nd and 3rd ranked Overall in the competition
- 1st, 2nd and 3rd ranked Woman Overall in the competition
- 1st ranked Sport Class in the competition
- 1st ranked Fun Class in the competition
- 1st, 2nd and 3rd ranked Team in the competition

## **10. Insurance**

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

All participants must have a valid medical health care insurance (covering all hospital expenses, rescue and repatriation) as well as third party liability

insurance with an insured limit of at least EUR 50 000 (or foreign currency equivalent).

A statement from your insurance company, in English language, must be shown at registration, proving that you have met the insurance requirements and including 7 day, 24 hour 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.

## **11. Registration**

### **a. Registration fee**

- 60,- € for the first 54 pilots which will include also accommodation at “La Mario” Lodge.
- 60,- € as competition fee.
- 40,- € for pilots not in the competition as wind dummy and free-flyers who want retrieval and logistics.

### **b. Registration validation**

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

All registrations are made online. The website is <http://airtribune.com/parang-open-2013>

### **c. Cancellation of registration**

The registration may be cancelled by the pilot, and the registration fee minus bank transfer fees returned, up until two weeks before the event. After this deadline the registration fee will only be returned provided another pilot from the waiting list is found to fill the vacant space.

### **d. Pilot documentation required onsite registration**

- ID
- Valid online Registration Form (<http://airtribune.com/parang-open-2013>)
- Signed Release of Liability Document
- Evidence of pilot qualification (NAC License or IPPI card)
- Satisfactory evidence of glider airworthiness according to Section 7B.

### **e. The Registration fee includes:**

- Transport to the take-off and retrieve on the main route for all the registered pilots during all competition days
- upload of turn-point's GPS coordinates
- GPS track log download and competition scoring
- Competition map
- ID badge
- Lunch package, Water
- Competition shirt

## **12. Organizers and Committees**

### **a. Competition Director (CD)**

The Competition Director is responsible for the successful management of the all event, assisted by deputy director, technical director and other officials.

### **b. Meet Director (MD)**

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

### **c. Task & Safety Committee (TC)**

The Task & Safety Committee consists of:

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

This task committee must unanimously agree each day's task, considering all issues affecting task safety. They should also remain in contact during the task in order to continuously evaluate conditions and make decisions regarding safety.

### **d. 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 a protest. Protest Committee will decide for punishments, if needed.

## **13. Take off areas**

### **a. Parang HQ**

Main takeoff and HQ. Cable lift from landing to takeoff.

Exposure: N, W, S.

take off : 45°23'21" (45.3893)N; 23°27'32" (23.4589)E - Elevation : 1491 m.

landing : 45°23'45" (45.3961)N; 23°26'37" (23.4437)E - Elevation : 1088 m.

Size: 2/3 pilots at the same time. Grassy slope, no stones, mud, etc.

Possibility of top landing.

### **b. Clopotiva**

Exposure: NW, N, ENE.

take off : 45°28'11" (45.4699)N; 22°48'33" (22.8094)E - Elevation : 1185 m.

landing: 45.486245, 22.832851, next to Clopotiva village.

Size: 20 pilots at the same time. Very big slope, nice grass, no stones, mud, etc.

Possibility of top landing.

## **14. Transport to takeoff, retrieve and second start**

### **a. Transport to takeoff**

The transport to takeoff will be done by car or chairlift. All pilots will be almost at same time on the takeoff.

### **b. Retrieval**

Retrieval will be done by cars, buses and off-road vehicles.

## **15. Time schedule**

### **a. General Briefing**

We will have a general briefing at the competition HQ each morning at 10:00. The task briefing time on launch will be announced at this briefing. The times will also be published on the task board at HQ.

### **b. Task Briefing**

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

### **c. Provisional results and complaints**

Provisional results are published Online and physically at the competition HQ, at the task board and on launch the following day. The results will be published as soon as we have them ready. We will strive to get this done before normal bedtime but remember that we need your cooperation for the whole thing to run smoothly. Complaints may be made up to two hours after the formal publishing of provisional results, in exceptional cases (late publishing) they may be made on general briefing the following day, recommended before the briefing.

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

### **a. Complaint Procedure**

Any pilot enrolled in the competition can make a written (in English) complaint to the Meet Director. It has to be made within 1 hour of the announcement of the provisional results (for exceptions see above). The Meet Director will deal with the complaint.

If the person complaining is not satisfied with the outcome, 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 EUR 30 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 fee will be refunded if the appeal is upheld.

## **17. Tasks and Scoring**

Scoring begins when the pilot brings GPS to download tracks at the competition HQ. The opening of the physical scoring will be announced at the task briefing. Tasks will be scored using the FS scoring program using the GAP 2011 scoring formula. GAP parameters will be announced at registration. Scores may be modified by a pre-declared method to enable task dropping.

The list of available tasks corresponds to FAI code.

## **18. Flying and safety regulations**

### **a. Compliance with Law**

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

### **b. Airspace**

Task setting will avoid flying through restricted airspace where possible.

Pilots must be fully conversant with air law and must be in possession of an altimeter.

**c. 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 himself other competitors or the public is prohibited.

**d. 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.

**e. Protective Equipment**

Every competitor shall wear a protective helmet according to EN 966 and must carry a serviceable reserve parachute. All pilots must fly with a harness certified to EN1651, LTF09, or LTF03. The harness must be equipped with a back protector certified to LTF09 or LTF03.

**f. 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.

**g. 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.

**h. Turn Direction**

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

**i. Cloud Flying**

Cloud flying is defined as any part of the glider or the pilot disappearing into cloud. Cloud flying is prohibited and will be controlled by flying marshals, GPS track log and evidence 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/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.

**j. External Aid to Competitors**

External aid to competitors is not permitted

#### k. 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 Organizer of the event will announce an official safety frequency. For retrieval the Organizer may announce one or more frequencies. The Organizer is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated. Frequency on 2m radios will be within 144 -146 MHz range (VHF).

We recommend that you leave your mobile phone switched on and readily reachable during flights. This MAY aid in locating you if you are injured, and it will surely make it easier for yourself to call for help.

#### l. GPS

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. If the primary GPS fails a second GPS with a 2D track log may be acceptable to validate a competitor's flight provided there is no dispute over the flight ( NOT IN THE CASE OF ALTITUDE VIOLATION FLIGHT ) .

GPS needs to have a 3d track log or be in accordance with the FAI Section 7B Pilots should provide the proper software and cables.

#### **IMPORTANT:**

In the case of restricted airspace by flight altitude, pilot will be ask to present a valid 3D gps track. Please note that some instruments are not recording gps altitude into the track log. Such a recording will be not accepted in the case of altitude check. It is pilot responsibility to have adequate instrumentation in such an event.

#### m. Pre-fliers

The competition's Pre-fliers will be notified to all pilots at the competition briefings. They will be experienced pilots familiar with the local sites, who understand the importance of their role. They will not be competitors.

#### n. Punishments

Protest Committee will deal with protests and decide punishments, if needed.

### 19. Safety Report Back system

#### a. Assumed participation

If you have registered for the event and are present on the registration evening we will assume that you are also flying all tasks unless you specifically tell us the opposite. This means that if you do not report back before the report deadline a search-and-rescue operation will be initiated. If it then turns out that you have been lying in bed laughing all day we will charge you for the cost of the search-and-rescue, and you will be disqualified from the event.

#### b. Reporting back:

It is very important that you let us know as soon as practically possible that you have landed and you are safe and sound. "As soon as practically possible" means right after landing, or as soon as you have GSM coverage thereafter. The preferred method of reporting back is by phone call or SMS to the HQ phone.



You may also tick the lists available in all retrieve buses or at the competition HQ, but make sure you get it done EARLY!

## **20. Start cylinders, turn points and goals**

### **a. Start systems used**

The start system for both Elapsed Time races and 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 Turnpoint 0 that must be taken BEFORE the start cylinder. This is done to reduce congestion in the air around the start.

### **b. Turnpoints**

The 2013 Parang Open uses GPS for task verification. This means, among other things, that all turnpoints 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. All turnpoint sectors are FAI 400 m radius cylinders, and there is no tolerance on turnpoints. It is up to the pilot to make sure that there are track log points stored in his GPS from inside the turnpoint cylinder.

### **c. Goal**

The goal is also a "virtual" cylinder with a 400 m radius. We may set a larger goal cylinder where the time is stopped but to be awarded the 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.

## **21. Validation of tasks**

### **a. 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: Number of competitors flying the task multiplied by 30 seconds.

### **b. Stopping of a Task**

The Meet Director can stop a task in case of hazardous weather or other conditions that in his view could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency. Pilots who has heard cancellation has to make "big ears" for signaling the others who might not understand or heard the cancellation. If one or more pilots have reached goal at the time the task was stopped, the task is scored. If not the task is cancelled with no score.

### **c. Cancellation after Landing Time**

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

### **d. 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!"

### **e. Compensation to an Assisting Pilot**

A pilot rescuing an injured pilot will be compensated task points equal to his own average in the competition so far. For example a pilot who has scored 920, 771 and 894 in the three previous tasks will be awarded 861.66 (= 862) points

after task 4 where he landed to assist an injured pilot. Landing to assist an injured pilot during task 1 will give the average score of all pilots on this day. If the task in question is not a 1000 points task, the score given to the helpful pilot will be calculated as follows:

Winner of the day = 500 points (example)

Helpful pilot average of previous tasks =862 points or 86.2% of full day score

Score of helpful pilot on 500 point day=500x0.862=431points

## **22. Retrieve rules**

### **a. Explanation**

The retrieve system is based on the same principal as the transport to launch in the morning. The system can only function if you are disciplined about your communications with the retrieve officers and/or drivers!

### **b. Limitations**

The organized retrieve is limited to main roads along the task course. If you land in a rugged area, it is your responsibility to make it to a main road – these will be specified at the Task Briefings!

### **c. Retrieve communications**

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

You may decide to organize your own retrieve (by hitch hiking e.g.), or 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 should not hitch hike to another location! Doing so will confuse the system and cause delays for all the other pilots being retrieved, and you may be penalized 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.

### **d. 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).

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

## **23. Imperfect days**

If the weather in the morning is looking bad but there is hope of a late task we will be postponing the briefings up to the final decision.

## **24. Event results and reports**

Official web-site will reflect the Event results as close as possible to online mode.