



## LOCAL REGULATIONS

For

# Panchgani Paragliding Open 2019 - Pre Paragliding World Cup & Indian Nationals

Organized by Indian Paragliding competitions



In aegis of Aero Club of India



Please look for the latest version of this guide.

## Document History

Date	Author(S)	Changes
07.11.2018	Alok Mihani, Vistasp Kharas,	Initial version created to add on local aspects on PWC 2018 rules and General Section and Section 7 of the FAI Sporting Code, edition 2018

## Contents

1. PURSPOSE	3
2. Key Contacts	3
3. Program	3
4. Officials	4
5. Local Competition Rules	4
5.1. Limit	4
5.2. Eligibility	4
5.3. Entry Fees	4
5.4. Refunds	5
5.5. Selection	5
5.6. Insurance	5
5.7. Equipment	5
5.7.1 Weight control	6
5.7.2 Equipment Details	6
5.8. Radios & Communication	6
5.9. Airspace	6
5.10. Flying Site	7
5.10.1 Launch	7
5.10.2 Free flyers	7
5.11. Task Advisory Committee and Safety Committee	7
5.12. Maximum wind speed	8
5.13. TASK PERIOD	8
5.14. Prize Categories	8
6. Scoring	8
7. STOPPED TASKS	8
8. Penalties	9
9. COMPLAINTS AND PROTESTS	9

9.1. Complaints	9
9.2. Protests	9
10. Altitude Verification	9
11. Section 7 Sporting Code	9

## 1. PURPOSE

The idea of Panchgani Open is to bring the Paragliding pilots from around the world together to enjoy the love for competition flying. The purpose of the competition is to provide good, safe and satisfying contest and to reinforce friendship among pilots of all nations (Section 7, 2.2)

## 2. Key Contacts

Organizer : IPC , Indian Paragliding Competitions

Event Coordinator: Shreya Bhatt

Technical Advisers: Vistasp Kharas, Alok Mihani

Pilot Queries:

All queries must be routed to [admin@panchganiopen.in](mailto:admin@panchganiopen.in)

## 3. Program

<b>Registration</b>	Monday February 11 <sup>th</sup>	08:00 – 15:00
<b>Mandatory Safety Briefing</b>	Monday February 11 <sup>th</sup>	19:00 – 19:30
<b>Opening Ceremony</b>	Tuesday February 12 <sup>th</sup>	10:00
<b>Contest flying days</b>	Tuesday February 12 <sup>th</sup> 'till Sunday February 17 <sup>th</sup>	8:00 – 17:45
<b>Prize giving and closing ceremony</b>	Sunday February 17 <sup>th</sup>	20:00

## 4. Officials

Meet Director : Brett Janaway

Event Coordinator : Shreya Bhatt

Technical Advisers: Vistasp Kharas, Alok Mihani

Safety Director : Andre Savard

Score Keeper : Magdalena Kozłowska

Take Off and Landing Marshall : TBD

Transport and Retrieve Coordinator: TBD

Communications : TBD

PWCA Observer: TBD

## 5. Local Competition Rules

### 5.1. Limit

Maximum number of pilots allowed in the competition is 100.

Maximum no of tasks flown will be 6, weather permitting

There will not be any rest day for this competition.

### 5.2. Eligibility

- FAI Sporting License
- A minimum of 30 kms for new comers

### 5.3. Entry Fees

- INR 16,000 if confirmed before 31<sup>st</sup> Dec 2018
- INR 17,500 from 1<sup>st</sup> Jan 2019

Entry fee includes

- ID card and safety/contact information
- Competitor and Glider Identification
- Transportation from HQ to Take Off
- Retrieval to HQ
- Ground Based Search and Rescue and Ambulance
- GPS Coordinates and Map of area
- Lunch Packet
- T-shirt
- SIM card for foreign pilots
- Participation Certificate
- Access to Competition events and parties
- **Flymaster Live Tracker unit for the duration of competition**

#### 5.4. Refunds

25% of total Entry fee will be charged as processing fee for all cancellations before 31<sup>st</sup> dec 2018

No refunds from 1<sup>st</sup> Jan 2019. Final Decision remains at organizers discretion

#### 5.5. Selection

The minimum requirements for a pilot to enter this competition are:

- To be accepted by the organization
- Must pass the minimum eligibility criteria
- Pay the entry fee before December 31<sup>st</sup> 2018 or late entry fee by Feb 11<sup>th</sup> 2019
- Valid certificate of insurance

Wildcard

- 5 wildcard entries will be reserved for the organization
- The wild card entries will also have to meet the minimum eligibility criteria

#### 5.6. Insurance

- Insurance covering public liability risk to the value of minimum INR 1,500,000(Fifteen Lakhs Rupees) must be presented to the organizers before the start of the championship.
- Insurance: Accident/Medical/hospitalization/Third Party Liability insurance covering paragliding competitions (proof to be checked during registration). NO EXCEPTIONS!
- **Please note we have to submit the copy of insurance to local authorities before the start of the competition so pilots will be requested to email us the copies at the time of confirmation**
- All participants must be insured to cover all types of expenses in case of an accident: search and rescue expenses, hospital expenses, medical expenses, repatriation, etc.
- Pilots must check the validity of their government-run or private insurances in Panchgani, India. It is strongly recommended to know the insurance company's local contact to avoid delays.
- It is the pilot's responsibility to ensure his or her own insurance coverage is adequate.

#### 5.7. Equipment

All pilots must fly with certified glider (in order to be displayed in the rankings), helmet, rescue parachute and radio.

Only certified gliders are allowed to fly in the Competition according EN 926 or LTF 91/09. It is not permitted to modify the glider in any way different than allowed modifications described in the glider's manual. Pilot must fly in homologated weight range.

CCC Gliders might be checked after a complaint at the expense of the complainant. In addition the meet director can request any pilot to be checked. Pilot must give his glider for checking or comparing immediately upon any such of request. Checks might be performed randomly.

Two checking methods are possible:

- Comparison with other gliders of the same model and size.
- Measurement according to the parameters described by the manufacturer.

#### 5.7.1 Weight control

The organizer will provide a weight measurement scale.

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 penalized 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.

All pilots are allowed to ballast up to total takeoff weight of 95kg.

#### 5.7.2 Equipment Details

All pilots in this event should fly with a certified harness to EN1651, LTF03 or LTF09.

The harness must be equipped with a back protector certified to LTF09 or LTF03.

Harnesses equipped with one rescue will be accepted. Of course, recommendation to use modern harnesses equipped with two rescues remains.

All pilots must wear helmet when flying. Recommendation to use certified helmets remains. All pilots must have serviceable rescue parachute when flying in accordance with S7B 2.18.4

### 5.8. Radios & Communication

- Radio receivers are mandatory for all pilots.
- Radio transmitters are permitted. Only frequencies allocated by the organizers may be used.
- **Safety frequency is 145.850 MHz.**
- **Retrieval frequency is 145.350 MHz.**
- Other available frequencies will be advised at the first briefing.
- Voice activated microphones (VOX operated) are strictly forbidden.
- The use of mobile telephones (SMS) for landing reports is mandatory. Phones are also essential for efficient retrievals and may be used as main communication device. All pilots must stay in contact with the organizer at all times during the task, through the safety frequency.

### 5.9. Airspace

- Panchgani comes under controlled airspace. We can fly only with prior authorization from the controlling authority.
- For the competition IPC takes this permission and coordinates each day the height ceiling with the ATC (Air Traffic Control)

- Each day height limit will be communicated at the Task Briefing.
- Pilots will be penalized if they do not respect the Airspace. GPS altitude is taken into consideration. Please review Penalties section for more details

## 5.10. Flying Site

### Description (In Progress)

- Mandhardevi – East take off
- Ravine – West Take Off
- Harissons – East / West Take Off
- Rajapuri - South
- Marli – South west

#### 5.10.1 Launch

If necessary, an ordered launch method will be used. For the first day WPRS ranking dated 1st of July, competition results for the rest.

#### Re-Take-off

- A competitor will be allowed one take-off.
- A failed take-off attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.
- In case of technical problem, a pilot can ask permission from the Meet Director to land and re-take-off again. **Granted permission from the MD is mandatory.** The pilot that is re-launching must respect established take off routine at that moment and ask MD to perform a second launch.

#### 5.10.2 Free flyers

Since Panchgani has different take off sites for same wind direction so in general we never see a problem from free flyers. However since the decision to go to a particular takeoff is made each morning there is a possibility of many free flyers ending up at one take off in such cases free flyers won't be allowed to take-off from 10 minutes before the opening of the window and the window closing time, except with the permission of the Meet Director. Official winddummies will take-off by Meet Director request and may not fly the task route.

## 5.11. Task Advisory Committee and Safety Committee

The Task Committee will consist of three assigned pilots out of the pilot's pool. MD is a member of this committee by default.

Safety Committee will be composed out of three elected members.

Pilots' names composing both committees will be announced at the first Pilots Meeting.

#### 5.12. Maximum wind speed

No task will be set with an average wind speed above **30kms/hr at launch**. However final decision to fly in high wind conditions is upto the discretion of Safety Committee and Meet Director.

Launch may be suspended if the window has already opened. Launch window extension time will be specified at the task briefing and will be used if the launch window is required to be closed for safety reasons.

#### 5.13. TASK PERIOD

Times of window open for take off and times for closing of the window, turn points, start time(s), goal closure and last landing will be displayed in writing on the task board. Any window extension policy will also be displayed in writing.

Minimum time of the window to be open in order to have a valid task is calculated on the following basis:

**Minimum Window Being Open Time to validate the task will be 50 mins. (calculations are based on min take off time per pilot = 1 min)**

#### 5.14. Prize Categories

- Overall
- Indian Nationals
- Women Class
- Sports Class (Upto EN C)

## 6. Scoring

- All pilots in the championship compete against each other for the title of an Event Winner.
- For scoring, appropriate GAP formula will be used in combination with the FS scoring software.
- Scoring formula parameters will be announced at the first Pilots Briefing and declared on the Task Board.
- A pilot who lands to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case. MD decision is final, no complaints on his decision will be accepted.

## 7. 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 will be **5 minutes** prior to the time of the announcement.

All pilots are then requested to pull in "**big ears**" to signal to one another that the task is stopped. a stopped task will be scored if the flying time was one hour or more. For Race to Goal tasks, this means



that the Task Stop Time must be **one hour or more after the race start time**

In case of a stopped task, **minimum flown time must be 1:05h in order task to be valid.** Scoring time will be 1:00 h in such a particular case.

**Stopped task will be scored with altitude compensation of 4:1.**

## 8. Penalties

- Airspace infringement, horizontal or vertical: **10 points per mtr of infringement up to 50 m;** zero for the day after that.

Dangerous flying conduct, including: cloud flying, aggressive flying, non-sportive in flight behavior, are prohibited and will be penalized. Pilots who witness a dangerous flying conduct may submit a written complaint to the MD. Verbal complaining will be not treated as a cause to perform subsequent action

All other penalties will be as per section 7a of the sporting code

## 9. COMPLAINTS AND PROTESTS

### 9.1. Complaints

Complaints for each task must be submitted latest before the morning briefing at the HQ (08:00) hours next day, after the publication of the provisional results and will be dealt as soon as possible. For the last competition task the complaints must be submitted at the latest 30 minutes after the publication of the provisional results.

### 9.2. Protests

Protests must be submitted at the latest 12 hours after the result of the complaint is published at the main Headquarters. For the last competition task, protests must be addressed at the latest 30 minutes after the result of the complaint is published at the main Headquarters. The Protest fee is INR 2000. It will be returned if the protest is upheld

## 10. Altitude Verification

In order to process any issues that may occur during the comp and which are related to altitude measurement, for this event, recorded GPS altitude will be taken as a reference.

MD may compare GPS recordings of several instruments in the proximity of each other in order to make a justified decision in a case of complaint or protest involving altitude violations.

Pressure recordings presented in a case of complaint or protest, may be considered in decision making, but it is not obligatory to accept such an evidence as a crucial criteria.

## 11. Section 7 Sporting Code

For any matters not describe in the local regulation we will refer to the current Section 7 of the CIVL Sporting code.