

LOCAL REGULATIONS PGA BRASOV 2014

The PGA-BRASOV 2014 competition is aimed at competitors who are FAI licenses holders from Romania and abroad and holding a valid paraglider pilot flight licences. The main regulations followed are from the F.A.I. section 7C (Federation Aeronatique Internationale) plus the present Local Regulations.

1. BRIEFING

The Director and the Organisers will hold a briefing for the competitors at the start of each competition day, at which full meteorological and operational information will be given.

Flight safety requirements given at briefing will carry the status of regulations!

Briefing may be postponed from the set time in the event of bad weather and further briefing be given if necessary.

All briefings will be conducted in English.

Communication between the organisers and competitors is, in addition to daily briefing, normally through team leaders. These will be held at the Director's or the Organisers initiative but will also be held within if more team leaders request a meeting.

2. OPERATIONAL REGULATIONS AND FLIGHT SAFETY

Compliance with the law. Each competitor is required to conform to the laws and to the rules of the air of Romania.

Airworthiness: Each glider shall be flown within the limitations of its certificate of airworthiness or permit to fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors, or the public and unauthorised aerobatics is prohibited.

Pre flight check: Each glider shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. Pilots shall ensure that all harness straps are properly fastened and there are no twists in the risers/lines.

Dangerous flying conduct: It is the responsibility of every pilot to fly in such a way that personal safety and the safety of others is maintained at all times. Directors may penalise competitors who fail to observe this rule, or exclude them from the results.

Helmet and parachute: A helmet is compulsory. Pilots must carry a serviceable rescue parachute.

Footwear: Must be suitable for a safe landing in all valid wind conditions. Heel and tip of competitors' footwear must not be modified such that it might damage the automatic measuring device.

Fitness: A pilot may not fly unless he is fit. Any injury, drugs or medication that might affect the pilot's performance in the air must be reported to the Director before flying. Performance enhancing drugs are prohibited.

Pilot Competence: Both the Competition Director and the Safety Director have the power to exclude from the championship pilots who demonstrate a lack of the necessary skills for safe launching, flight or landing.

Collision avoidance: Competitors shall at all times adhere to the international rules of the air (published by ICAO). Ridge soaring, turning and landing patterns shall be complied with and a proper lookout kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

A competitor involved in a collision in the air must not continue the flight if the structural integrity of his glider is in doubt.

Pilot separation: Pilots flying have to separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed and may lead to maximum score penalty; it may be regarded as dangerous flying conduct.

No competitor may take-off during a competition day from the competition site, nor approach the target landing, without the permission of the Director. This may be given for test flying but the pilot must not attempt to make a target approach.

The Director may also allow competition pilots to fly to the landing field when the competition has been stood down but pilots should not attempt a target approach.

All Flying Banned: Both the Competition and Safety Directors have the power to ban flying from the site if a round or day is cancelled due to dangerous conditions.

Suspension, cancellation or stopping of a round: The Competition director may suspend the launch if conditions become unsuitable or unsafe. When the launch is re-opened, normally the round will continue from where it had been stopped. After a significant period of standdown, a pre-flier will launch first.

External Aid to Competitors: The following limitations are so that, as far as possible, the contest shall be between individual competitors, neither helped nor controlled by external aids. Voice radio transmitters are allowed for reasons of safety and communication between the team leader and pilots. Radios are not to be used during competition flight for the purpose of providing advantageous competitive information or coaching a pilot.

Permitted safety frequencies shall be specified at the Briefing.

Definition of Final Approach: The Competitor is deemed to have started the final approach when, having turned to face the target, the event judge considers that the competitor has made his final commitment to making an approach to the target and is not expecting to have to make any significant changes of direction. Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.

Re-launches: A competitor may only request a re-launch following the disputed flight **by applying to the Event Judge at the target before signing for his score.**

The competitor must register his request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges). The Event Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge decides so) video evidence. At the time a re-launch is awarded the competitors score for the disputed flight will be cancelled. Re-launches shall take place at the end of the full round in which they were awarded, at the discretion of the Meet Director, during that round or the subsequent round. If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot.

A re-launch may be awarded only for the following reasons:

Wind Speed: The wind speed exceeds the specified limit during the time of 30 seconds before the competitor touches the landing point. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.

Target Obscured: The target is obscured during a competitor's final approach and the pilot does not attempt to land on the target. The competitor may indicate (point or call out) the obstruction as he lands.

Judges Disagree: The judges are unable to agree an accurate score for any reason.

Safety Reasons: The competitor changes his flight plans for safety reasons to avoid another competitor in the air, and does not then attempt to land on the target.

Distraction: If there is any significant external distraction which demonstrably affects the competitor's target approach.

Judges' Discretion: At judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight) which is not a result of the pilot's poor preflight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a reasonable final approach. A re-launch may be authorised provided that the pilot does not attempt to fly at the target.

Wind Speed Limitations: The maximum permitted wind speed, as measured at the target during the final 30 seconds of a competitor's flight, will be specified in the Local Regulations and will be specific to the target location. The nominal maximum wind speed is 7.0 m per second. If the limit is exceeded, the pilot will automatically be offered a re-launch. If the wind speed exceeds the stated limit at the target, consistently during consecutive competition flights, the competition director should consider halting the competition until the wind has eased sufficiently. The upper winds, which are not measurable, are not taken into consideration, except for matters of flight safety.

Target Obstruction: The competitor will be entitled to unobstructed visibility of the target during the final approach.

Out landings: A pilot landing outside the target area must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a re-flight.

Launch Intervals: Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The launch interval will be adjusted by the Launch Marshal.

Start List/Flying Order: Pilot's take-off in a scheduled order. Each pilot will be allocated a pilot number indicating his position in the flying order.

Final Round: When the Competition Director calls the Final Round (which may be Round 6 or an earlier round if the Competition Director declares in advance that this will be the Final Round of the competition), pilots should launch in reverse order of their current competition position.

Take – Off: Competitors must fly in the published flying order according to their contest numbers, unless they have prior permission from the Launch Marshal or Competition Director. Such permissions may be

granted, for example, when a pilot re-flight is required to complete an earlier round. The Launch Marshal may deem that launch sequence should be temporarily adjusted dependent on local conditions and/or individual wing performance. Competitors not ready to fly in the established flying order when called forward by the Launch Marshal or those who launch without the Launch Marshal's permission, will be liable to a maximum score penalty in lieu of their score for that round. In the event of a failed take-off or safety problem immediately after take-off which results in a landing at take-off or away from the target the pilot will be eligible for a re-launch for that round.

At the Launch Marshal's or Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he appears unable to launch safely in wind and weather conditions that fall within the operating limits.

Re-launches will be awarded only by the Event Judge who decides on the approval of all the re-launch requests.

Penalties: The competitors who do not respect the designated take off place and the established take off order without any reasonable reason will be disqualified from the round or from the competition.

The unauthorized change of the equipment between the competition rounds will be penalized with 1000 points. The equipment can be changed only if it is damaged and can't be used further. The Director must be informed about any equipment change.

The take off without the complete equipment is forbidden.

The complete equipment consists of: paraglider, harness with dorsal protection, protection helmet, rescue parachute and boots.

3. COMPLAINTS

Any complaints regarding the competition will be submitted at the end of the competition round which is the subject of the dispute, but no later than 1 hour from the end of the competition round.

At the submission of the written complaint the participant will pay a 15 EUR extra fee. If complainant is satisfied the deposit is returned. The complaints will be submitted only in written format in English.

4. WEATHER CONDITIONS

In case the wind exceeds 7 m/s the competition round will be suspended. The competition will also be suspended in case of rain or weather conditions that might develop in a way that will put the competitors at risk.

5. AWARDS / PRIZES

The winners from each category will receive cup and diplomas. Special diplomas will be awarded to the first three places in each category.

6. IMPORTANT NOTE

The organizers reserve their right to select the participants.

The above rules can be modified anytime by the organizers.

Organizers: Aero & Nautic Sports Club