

NORDIC OPEN 2019

ÀGER, CATALUNYA

1st – 7th September 2019

LOCAL REGULATIONS FOR THE NORDIC OPEN 2019



These Local Regulations are to be used in conjunction with General Section and Section 7 of the FAI Sporting FAI Sporting Code, Section 7A 1st May 2019

1 Purpose

The purpose of the championship is to provide a safe, fair and satisfying flying contest in order to determine the champion and to reinforce friendship amongst pilots and nations.

2. CONTACTS


- Competition organiser: FlyÀger
Mail: flyager.com

3. OFFICIALS

- Meet Director: Nicky Moss
- Safety Director: Sergi XXL
- Transport /Retrieval
Livetracking : Joel Fernandez
- Scorer / assistant: Phil Chett
- Livetracking coordinator: Joel Fernandez

3. PROGRAM

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|----------------------------|------------------------------------|---------------|-------------------|
| Official Registration: | Sunday 1st September | 16:00 – 20:00 | Local Social Àger |
| Mandatory Safety Briefing: | Sunday 1st September | 21:00 – 21:30 | Local Social Àger |
| Contest flying days: | Monday 2nd to Saturday 7 September | 09:30 – 19:00 | |
| Pilot Dinner | Wednesday 4th September | 20:30 – late | HQ Cal Maciarol |
| Prize-giving | Saturday 7 th September | 20:30 – late | Local Social Àger |

ATTENTION!  The Safety briefing that will take place on Sunday 1st September is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

Typical daily program, competition days & training day:

- 08:30: Headquarters open
- 07:30: Deadline for protests of the previous day
- 09:30: Transportation to Take off
- 10:00: Meet Director / Task and Safety Committee meetings
- 10:30: Pilot Briefing Task Briefing
- 11:30 Take-off window opens:
- 15:00: Scoring office opens
- 19:00 Provisional results

The daily schedule is subject to change. Any changes to the schedule will be announced by the Meet Director.

4 ENTRY FEE

Entry Fee

The Entry fee will be:

- 250 Euro per pilot before 1st July, 270 Euro thereafter

The Entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days
- Upload of turn-point's GPS coordinates
- GPS track-log download,
- Color map
- ID card & safety/contact information
- Energy bars, fruit, water
- Competition souvenirs
- Free access to events and parties
- Free internet (Wi-Fi) access at the HQ
- Live tracking

5. Insurance

The organisers require documentary proof in English or German of valid:

- Insurance covering public liability risk to the value of minimum **€100,000 (one hundred thousand euro)**
- Valid paragliding competitions personal accident insurance. This must include repatriation to the country of origin, medical evacuation (helicopter) and medical treatment .
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The official registration will be on Sunday 1st September 2019 at Local Social, Àger (on the main street)

Entry forms will be completed / checked and signed during registration:

Each competitor will be required to present:

- Proof of his/her Identity and Nationality.
- Valid FAI Sporting License.
- Proof of valid insurance as detailed.
- 3D GPS

Attention!

The Safety briefing that will take part in the Local Social on Àger main street on Sunday, 1st September 2019 at 21:00 is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

7. Equipment

Pilots are required to fly with a GPS logging in 3D, Tracker, a 2m radio and functioning mobile phone capable of sending and receiving SMS messages.

Trackers are MANDATORY for all pilots. Organisation trackers, if lost or damaged will be charged to the pilot at 200Euro.

Checking:

The Meet Director can request that any pilot's equipment be checked. Pilots must make available the glider or other equipment for checking or comparing, immediately upon any such request. In addition, gliders will be checked after a complaint.

When checking for modifications, two methods are possible:

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

Weight Control:

The organiser will provide a weight measurement machine.

Pilots' nominal weight may be checked at the event registration. Pilots may be checked before taking off or after landing.

If there is any complaint or 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.

Communication:

A functioning mobile telephone is mandatory. All pilots should report back after landing to the Whatsapp group for the competition (to be advised).

Radio receivers are mandatory for all pilots. Radio transmitters are permitted. Pilots MUST monitor the Safety frequency at ALL times during the flight.

Pilots found not to be monitoring the safety frequency will be penalised.

Inter-pilot communication unless necessary due to safety issues is NOT allowed.


Any pilot caught doing so will receive zero for the day.

The Nordic Open is not a team event and radio frequencies should be kept open and for safety reasons only!

Only frequencies allocated by the organizers may be used.

The Safety frequency is 144.250 MHz.

The Retrieval frequency is 144.100 MHz.

Voice activated microphones (VOX operated) are strictly forbidden. 

8. FLYING SITES

Main take-off:

The launch is Coll d'Ares at 1586m asl.

Facilities:

Latrines, are located on the north side of the launch.

NO ballast water is available at the launch area.

A weighing scale will be sited in the launch area.

Safety issues:

During the competition, the take-off area will be reserved for the pilots, staff and official personnel. The general public and anyone without an ID card will be kept outside the take-off area.

If necessary, an ordered launch method will be used.

First Task: The priority at take-off will be based on the current WPRS.

Following Tasks: The competition ranking will be used. In any case, the top 15 male pilots and top 5 female pilots will have the right to enter the take-off area whenever they wish.

Re launch:

A competitor will be allowed a single launch only.

A failed launch attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off. 

In the event of a technical problem a pilot or team leader must ask permission from the Meet Director to land.

The pilot may only land after permission is given by the Meet Director. The pilot must report to the Meet Director before a second launch. Pilots who do not follow this protocol will be awarded minimum distance only.

Wind dummies:

Official wind-dummies will take-off at the request of the Meet Director.

Free flyers:

Free flyers will only be allowed to fly at the discretion of the Meet Director or Safety Director and must not fly within the start area prior to the start time nor enter the goal field.

Free flyers will not be allowed to launch from 30minutes before the window open until after the window close time.

9. TASK INFORMATION

The task board at take-off will show:

- the time the take-off window opens and closes
- the turn points with their radii
- the task deadline and land-by time

The take-off window will be open for at least 60 minutes. The window extension policy will be announced at the first task briefing.

10. PROHIBITED AREAS

Prohibited areas are marked on the task map R01 & R87.

The prohibited areas are NO LANDING AREAS. Landing within a 200m radius of R01 &/or landing within a 1km radius of R87 will received a penalty of zero points for the task. Flying above these areas will not be penalised. A daily assessment will be made of airspace restrictions and any specific restrictions relative to the task will be announced on the task board.

11. 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.

12. SCORING

For scoring, the GAP2018 formula will be used in combination with the FS scoring software. Nominal parameters will be announced at the first briefing.

Earth model will be WGS84. Tolerance is 0.1%

FTV will be applied at 20%

Penalties will be as written in Section7 A.

13. COMPLAINTS & PROTESTS

A complaint may be made to the Meet Director, in writing in English, to request a correction. It must be made within 2 hours of the publication of the provisional results and it will be dealt with expeditiously. For the last competition task complaints must be submitted at the latest 1 hour after the publication of the provisional results.

If the complainant is not satisfied with the outcome the pilot may make a protest in writing to the Meet Director.

Protests

Protests must be submitted to the Meet Director, in writing in English, within 12 hours of the result of the complaint being published at the main Headquarters.

For the last competition task, protests must be submitted within one hour after the result of the complaint is published at the main Headquarters.

The protest fee is 50 Euro (fifty). It will be returned if the protest is upheld.

14. PENALTIES

Flying without livetracker:	1 st offence; Zero points for the day. 2 nd offence; disqualification from the competition.
Dangerous /aggressive flying:	1st offence; penalty of -100 points for the task. 2nd offence; penalty of – 500 points for the task. Subsequent offences, disqualification from the competition.
Modified glider:	1st offence; penalty of – 100 points. 2nd offence; disqualification from the competition.
Cloud flying :	1st offence; zero points for the day. 2nd offence; disqualification from the competition.

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who fly into clouds will incur a penalty for the day or be expelled from the event. A pilot is deemed to have flown into a cloud if he/she is:

1. Observed by a meet official or by a nearby air marshal going into and disappearing into a cloud, and/or:
2. If 2 pilots witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing, and if barograph or 3D GPS traces from the accused

show the accused significantly above nearby pilots at the time of the incident, and/or:

3. The meet director at his discretion observes GPS track log data which proves to him that a pilot was cloud flying.

It is mandatory for all competitors to fly with a recording barograph or 3D GPS. Witnesses should press Mark/Enter when they witness a pilot going into a cloud. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.

It is recommended that a pilot sucked into cloud who did not have the intention of gaining an illegal advantage should follow the course line until out of cloud and then descend safely until the extra height gained is lost and it is clear to other pilots and in the tracklog that no advantage has been gained.