



FAI Cat. 2 event

Paragliding Accuracy Landing Championships: Estonian Open 2019

Local Regulations, the official English version, as of October 31st, 2019¹

1. Competition Objectives and Categories

1.1 Determine the Champion of Estonia 2019

Only citizens and/or residents of Estonia compete for the title of the Champion of Estonia.

1.2 Determine the Overall Winner of Estonian Open 2019

All Pilots take part in the Open Championships.²

Additional Categories

If there are at least 4 female participants, **Women** scores will be awarded.

Team scores are also awarded. Each Team consists of 3 pilots, formed on voluntary bases.

Participants of the **Night Time Accuracy Landing** will have separate scores and awarding.

Participants with **Cat. C or D** wings will have separate scores and awarding.

2. Time and Place of the Competition

The dates: February 23-24, 2018

Alternate dates: March 2-3, 2019

Venues: Nurmsi Airfield, Estonia www.keelutsoon.ee

3. Organizers of the Competition

Keelutsoon (PG branch of SLK) and Aerosport – member clubs of the Estonian NAC

Estonian Air Sports Federation / The World Air Sports Federation (FAI)

Official website: www.pg-accuracy.eu

The authorized team of organizers

Event Director: Matteo Bonfanti

Chief Judge: Andre Remsel

NAC Supervisor: Jaano Räsä

¹ The organizers reserve the privilege of making necessary changes to these regulations and the daily schedule (in the APPENDIX), if the weather or other force majeure conditions necessitate it. All that will be done with due respect towards the pilots and, as much as possible, in cooperation with the pilots.

Such changes can be announced since the opening, after the registration of all pilots.

Especially, please be ready for earlier and later flights, if daytime will be windy or turbulent.

The Event Director will encourage to maximize the number of flights on the first day!

² Pilots without FAI sportive license can participate but, they cannot win any award and get WPRS points.

4. Codes and the Regulations

In the matters not specified here, all reference is to the FAI Sporting Code: General Section, Section 7 Common (Chapter 12) and, Section 7C Competition is held in accordance with the current Local Regulations. All organizers, judges and pilots must comply with all of these.

5. Registration and the Fee

There are 4 stages of the registration:

- Application by the pilot and the following pre-registration
- Approved pilots are sent a confirmation and the data&date for paying **the fee 60€**
- Upon the fee paid the pilot has official and bounding preliminary registration
- The registration will be completed on the spot, upon presenting all documents.

Priorities of the pre-registration

Pilots are pre-registered according to the time of applications received. The number of the participants is limited to 30. 15 places are reserved for foreign pilots.

What a pilot should do for applying

1. Please go to the “2019” comps registration submenu in the official website.
2. Fulfill the downloadable application form and send it to reg@pg-accuracy.eu

Application timeline: between Nov 1st and Feb 15th or, until the 30 places are fulfilled. More pilots could be recorded in the waiting list.

Registration on the spot, during the appointed registration hours in the agenda

For completing of the registration fully, every pilot should present:

- Personal identification card or passport (citizenship or residency document)
- Valid FAI license (electronic or printed; pilots without it compete as guests)
- Valid national PG license or proof of being on at least IPPI-3 level (original)
- Valid European medical insurance card or other respective insurance certificate.
- All pilots must sign a Waiver declaration (agreement on release of liability) and a note of airworthiness of his/her flying equipment.

6. Competition Validation Requirements

The maximum number of rounds is 6 and, the minimum is 1 round.

7. Requirements for Equipment and Personal Skills

Every Pilot is responsible for the flyable condition and safety of equipment. The equipment must comply with pilot’s qualification.

There are no restrictions on admission of any paraglider classes. Maintenance of the flight equipment and other property is everyone’s responsibility during the Competition. After the registration, changing of paraglider is not permitted without allowance of the Event Director.

It is mandatory to have: a helmet suitable for paragliding, a rescue parachute, a tow release system and, a protector beneath of the harness.

Participants of the Championships must be skilled in personal flight and have experience of starting from the winch in any weather conditions. Every participant must do everything possible to provide his/her own and other people safety.

Organizers may ask Pilot to demonstrate skills of start or glider manipulations on the ground. Organizers reserve the right to check the flying equipment in case of doubts in its technical condition. Organizers may deny further participation of the pilot if demonstrated skills or flying equipment's technical condition are obviously not safe enough for the Competition.

9. Competition Implementation

The order of taking part in the Competition is determined by the draw. The starting numbers are issued for participants by the results of personal draw or, by the chronological order of registration.

The starting number must be placed on the open spot of the equipment, preferably on a shin (below the knee) and, certainly over the clothes.

Tardiness (absence) in the established flying order when call forward is done, will be liable to a maximum score penalty in lieu of their score for that round. Starting out of the order should be coordinated with the Launch Marshal and Chief Judge.

Flying at the Competition site is allowed only with the notification and authorization of the Organizers. Possible test flights are allowed only by the Event Director.

Before the 1st round, an authorized pre-flier will try to approach the target. In case of doubts about the weather or after a significant break, a pre-flight could be repeated.

In case of heavy wind (more than 7 m/s) the Organizers may pause Competition until the weather conditions change.

All Pilots must have working and charged PMR446 radios. Still, radios **are not** to be used for purpose of providing advantageous competitive information or coaching, with the exception of extraordinary situation. The only allowed radio channel for the Pilots will be announced. (Preferably, it is No. 1 or 446.00625 MHz.)

The take-off method is winching/towing. Pilots must be ready for both possible means of this, active or passive towing. Pilots must be ready for forward and reverse launches. Pilots will take-off in a scheduled order, by the orders of the Launch Marshal or the Deputy. Always, the next two Pilots should be completely ready for a take-off at the same time as the prior Pilot, so that in case of a false start they can replace him/her.

Tow must be normally released unloaded, when the necessary altitude is reached (preferably 100 m) by a Pilot himself or, by an order from the ground. The order signs will be declared on the briefing.

Take-off is considered successful by the Launch Marshal and/or Chief Judge.

In case of failed take-off that was not a result of a Pilot's unpreparedness, he/she will be eligible to re-launch.

If a Pilot has failed to take-off three times by his/her own fault, the Pilot will be liable to a maximum score penalty in for that round.

Pilots flying shall 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 (S7C 6.3 or Common Section 7-9.1.2).

In case of simultaneous approaching of the Target by two Pilots, the Pilot above is responsible for safety. The priority at the Target has the Pilot below.

It is not allowed to smoke or leave any items at Start and Target areas.

A Pilot under obvious influence of alcohol or drugs will not be admitted to participate.

It is prohibited to be at the line of tow during Start.

Participants landed or waiting for their turn are not allowed to raise up (inflate) a paraglider during the Competition, except for the allowed take-off or, in a special area provided for getting equipment ready for start.

People are not allowed to enter inside of the 10-meter radius of the Target – except the Judges, Organizers, and the Pilot approaching the Target. After landing, the Pilot must collect a paraglider and exit the Target zone ASAP.

If a Pilot has been given a radio command by the Organizers to quit the flight or not to approach the Target during the flight, or the red flag is waived at the Target, the Pilot is to land away from the Target zone.

10. Relaunches

When a Pilot had an obviously unsuccessful tow without any personal fault or, was commanded to quit the flight by the Organizers and, he/she has fulfilled the safety requirements, the Pilot is automatically eligible for relaunch.

If a Pilot cannot provide safe landing due to some obstacle in the Target zone, whenever possible, he/she must inform FIRSTLY about it by the radio or give some other CLEAR signal about his/her decision not to reach the Target and provide a safe landing away from Target area (more than 10 meters radius). Only in this case Pilot has a right to ask for relaunch. Chief Judge together with at least 2 judges will make a common decision about the Pilot's right for relaunch.

Demand for relaunch in cases when a Pilot was obviously working to approach the Target and then clearly turning away from the Target without any objective reasons, is not taken into consideration.

11. Landings and Scoring

The result is determined by the Judges on a circle measured between the first point of ground contact and the center of the circle of **5-meter** radius. There is an electronic measuring system in the center of the circle, measuring results from 0 to 16.

The maximum score is 500, i.e. the radius of the ring.

Pilots will be scored on the distance in centimeters between the landing point (i.e. the first point of ground contact) and the edge of the dead center disc. The score shall be 0 cm, if the landing point is on the dead center disc.

Landing must be performed on the feet. If a Pilot, during the moment of ground contact or even after it, but before a moment when his/her paraglider touches the ground, will hit the surface with a knee, arm, or any other part of body, he/she will get maximum score for this round. A fall means if any part of the body or equipment (excluding the speed system, stirrup or tow release) touches the ground before the wing does or before the Pilot has left the target.

If a Pilot lands outside of the measuring field he/she has the maximum score.

If a Pilot falls or touches ground after his/her landing was fixed and wing has already touched the ground and/or being already out of the Target area, the result is registered.

If a Pilot touches ground with both feet simultaneously and, the first point of contact cannot be determined, the measurement is made by the most distant point of the footprint.

Pilots must sign the result immediately after every landing. If they disagree with it, they have to complain ASAP. When the result is signed, the further complaints will not be considered, if there are no extraordinary circumstances.

If the result is not signed by the end of the round and the formal complaint was not issued, a Pilot gets maximum number of points for that round.

The final personal score shall be aggregated of all the scores achieved by the Pilot.

All winning places are determined by the lowest number of points aggregated by a participant in all rounds. All results are counted. The worst result is not dropped off!

If a Pilot does not have a sporting license of FAI, his/her result is accounted in a common protocol only, such Pilots are marked as Guests. His/her data is not included in the official final protocol that goes to FAI and is only used for the competition result calculation.

Team score shall be calculated as the aggregate score of the results, achieved by the three sportsmen, this is only used for the competition result calculation, too.

12. Video Recording. Issues, Complaints and Appeals. Penalties

All landings will be video-recorded by the judging team. In case of any complaint, that video *may* serve as evidence in solving the dispute.

Chief Judge will decide, if they consider that video evidential or not. If technically and timely possible, then video evidence could be shown to the prospective Complainant, too.

An issue is any formal request or protest, concerning the general organization of the event. All pilots and judges can report Issues orally to the Event Director.

A complaint is issued to the Chief Judge, it means all dissatisfactions with launches, re-launches, scoring etc. That concerns the area of responsibility of the Launch Marshal, the Judging Team or the Chief Judge.

When the result is signed by the Pilot, no further Complaints concerning this result, are taken into consideration, except in some extraordinary circumstances. When the round is completed and a Complaint has not been issued, there are also no more grounds for that. There are forms of Complaints available at the judging team personnel.

Together with filing the Complaint, the Pilot obliges to pay 10 euros deposit. If the Complaint is satisfied, the deposit is given back.

Next round will NOT be initiated, until all Complaints have been dealt with.

An appeal can be filed to the Event Director when the Complaint has not been satisfied with by the Chief Judge. Appeals must be in written form, like complaints. There are forms of Appeals available at the Chief Judge.

The appeal must be given in within 10 minutes after the Complaint was not accepted by the Chief Judge.

Together with filing the Appeal, the Pilot obliges to pay 30 euros Appeal deposit, in addition to the Complaint deposit. If the Appeal is satisfied, both deposits are given back.

The Appeals are dealt with by all 3 official members of the organizing team, involving also other people or evidence, when available and necessary.

Official video recordings are looked at, when available. Also, aside amateur video evidence or other evidence from eyewitnesses can be provided by the Appellant.

Next round will NOT be initiated, until all Appeals have been dealt with.

The Chief Judge (or, the Event Director) shall impose Penalties for infringement of, or non-compliance with, any relevant rule or Local Regulations. Except where otherwise stated in the Local Regulations for the Event, the Penalties imposed shall be at his/her discretion and may be one of the following, according to the trespass:

1. Warning (provided only ONCE!)
2. Imposition of maximum score for the round
3. Disqualification.

When the Pilot is not satisfied with the Penalty delivered (except the warning!), he/she can file in an Appeal within 10 minutes of announcement and, it will be dealt with like other Appeals.

APPENDIX 1 – FEE package

In the fee of 60€ is included

Official costs of the event

Souvenirs for the pilots

All tows of the pilots during the comps

Costs related to the judges

Sauna, all hot drinks and meals that are on the program as PROVIDED

Sleeping in the clubhouse or in personal mobile home, who is willing to (see more below)

Judges and organizers are provided with sleeping in the guesthouse.

APPENDIX 2 – Competition Program

21.02 Thursday	In the evening, early arrivals, when agreed upon personally
22.02 Friday	Arrival day Possible training flights (2.5€ per tow) Training of judges and video evidence demonstration (1000-1700, see more below) Competition Registration 1730-1930. (NB! Later arrivals are not accepted!) General Briefing & Opening ceremony 1930. At 2000 Night Time Accuracy Landing (voluntary participation, see more below) PROVIDED: Tea and coffee all day around. Common dinner. Sauna
23.02 Saturday	Competition flights all day. PROVIDED: Tea and coffee all day around. Field lunch. Common dinner. Sauna
24.02 Sunday	Competition flights until midday. Awarding and closing ceremony, to be finished by 1500 latest. PROVIDED: Tea and coffee all day around. Field lunch.

APPENDIX 3 – Other Events

1. Training of judges and video evidence demonstration

So far, Estonian NAC has developed and implemented the most profound and exact video evidence system in the PGA area. Our video judge is providing free training and introduction of it to those interested in.

Also, normal continuous training of judges will go on for those already qualified, including changes in the Section 7C, enacted in 2018.

Proposals will be collected and discussed what should be changed in the PRA regulations further.

Participation of judges from different countries is encouraged.

(Judges can separately apply for participation in our competition team, too.)

2. Night Time Accuracy Landing

Every competent pilot can take part in it (including judges and other staff).

Each pilot must have a headlamp and, preferably, one more lamp showing light towards the ground (for additional safety, then the towing team has a better view upwards).

PMR radios are mandatory. 2.5€ per tow.

If the weather etc. permits, 2 rounds for all participants. Special prizes are provided for winners.

APPENDIX 4 – Other Services

All participants organize logistics to the site of the Competition by themselves or, may rely on support provided by the organizers, by tentative agreement.

All judges and organizers are provided with accommodation in the club guesthouse:

<https://www.lennubaas.ee/?keel=eng&div=31-0>

Guesthouse: Big dormitories, linen and towels included.

All pilots can have accommodation in the organizer's clubhouse.

<https://www.lennubaas.ee/?keel=eng&div=32-0>

Clubhouse: Personal sleeping bag and towel are required!

Sauna is free for everyone, unlimited hours.

Extra people (i.e. family members of the participants) must be agreed on personally with the organizers, for an additional fee.

Those willing to have more privacy, can take any hotel nearby.

A hotel in Paide, 15 km from us: <https://nelikuningat.ee/en/>

A guesthouse, 20 km from us: <http://www.kylalistemaja.eu/en/>

More homestays etc. can be found when you look at PAIDE in any dedicated booking website.

All shopping is 15 km away in Paide.

But, there are even 3 pizzerias and tavernas just 3 km from us, next to each other.

<https://goo.gl/maps/wyMM7XQUGo22>