

Local Regulations for the

SKYNOMAD OPEN 2012

These local regulations are to be used in conjunction with General Section and Section 7B of the FAI Sporting Code.

Reference numbers for Section 7B used in this text should be crosschecked with the latest edition of Section 7B.

1 - CONTACTS

- Organizing NAC:
BNAC – P.O.Box 86, 1619, Sofia, Bulgaria – national_aeroclub@mail.bg - +359 888 573 020
- General organization:
Skynomad Club – V.Levski 13 str, Sopot 4330; +359 3134 8480; +359 899982566;
club@skynomad.com
Shambhala Extreme Sports Center - V. Levski 5, Sopot 4330
- Meet Director: Nikolay Yotov +359 899982575
- Safety Director: Nikolay Yotov
- Main Headquarter: Sky Lift, Sopot
- Transport & Retrieve: +359 899903016
- Rescue and medical: Mountain rescue service- Sopot; First Aid Center Karlovo, Plovdiv
- Competition website: <http://skynomad.com/events/2012/sno/>

2 - PROGRAM

Training day:	4 August
Registration:	4 August from 10h00 to 22h00 @ SkyNomad Club
Opening ceremony:	5 August from 9h00 @ Sky lift
Mandatory safety meeting:	5 August from 9h00 to 10h00 @ Sky lift
First competition briefing:	6 August at 12h00 @ take off
Contest flying days:	6 st to 11 th August
Prize-giving and closing ceremony:	11 th August 19h00

11th August will be used as a reserve competition day ONLY in case of less than 4 valid competition days.

3 - TYPICAL DAILY SCHEDULE

- 09h00 - Headquarters open
- 09h30 - Transport to take-off
- 11h30 - Meet Director / Task and Safety Committee meetings
- 12h00 - Pilots briefing / Task definition
- 12h30 - Take-off window opens
- 17h00 - Scoring office opens at the main Headquarter
- 19h00 - Safe landing report deadline
- 20h00 - Scoring office closes
- 21h00 - Provisional results

This schedule is subject to change by the Meet Director.

4 - OFFICIALS AND STAFF

The Organization

• NAC	Bulgarian National Aero Club
• General Organization	Club Skynomad
• Meet Director	Nikolay Yotov
• Safety Director	Nikolay Yotov
• Take-Off Marshall	Anton Antonov
• Goal Marshall	Anton Antonov
• Scorer	Stanislav Velchev
• Transport and Retrieval	Ralitsa Vasileva
• Weather Forecast	Nikolay Yotov
• Crew Coordinator	Nikolay Yotov
• Headquarters Coordinators	Yordan Stanev
• Public and press Relations	Yordan Stanev

5 - FLYING SITES

Main take-offs:

Sopot – 1470 m ASL. A ridge with east/south/west launches. Accessible by cable chair lift or 4WD road.

Beklemeto South – 1220 m ASL. A ridge with east/south/west launches. Accessible by paved 2 WD road.

Beklemeto North – 1650 m ASL. The main ridge of Central Balkan mountain with north launch. Accessible by paved 2 WD road and 10 minutes walking.

Panitzite Kalofer – 1720 m ASL. A slope with south-east/south and south-west launches. Accessible by 4 WD road.

Others appropriate sites may be used by the Meet Director, after consultation with the Task committee.

6 - ENTRY FORMS AND REGISTRATIONS

The Championship is open to all pilots from countries that are members or associated members of FAI.

Entry Forms will be filled during the registration.

7 - SELECTION PROCEDURES

Teams

There will be teams of 4 pilots

Pilots

The requirements for a pilot to enter this Championship are:

- to hold valid FAI license.
- to prove the airworthy of his glider.
- maximum number of participants is 150.

8 - ENTRY FEE

The Entry fee is 70 euro.

The Entry fee includes:

- transport to the take-off and retrieve on the main route for all the registered pilots during all competition days,
- upload of turnpoint's GPS coordinates,
- GPS tracklog download and scoring
- competitor and glider identification,
- color maps,
- ID card,
- free access to all competition events and parties
- mountain rescue standby

9 - UPON ARRIVAL

The official registration date will be on:

- 4 August from 10h00 to 22h00,

Each competitor will be requested to present:

- a valid FAI Sporting License,
- satisfactory evidence of glider airworthiness,
- GPS and suitable cable for it

Each competitor will be requested to sign:

- the Waiver Declaration (agreement on release of liability),
- the Entry Form.

Attention!

The safety meeting which will take part in the Championship headquarters on the 1st August at 9h00 is mandatory. Pilots who do not follow it will be barred from the competition.

10 - RESCUE AND MEDICAL SERVICE

A first aid mountain rescue team will be present at take-off and landing. They will be able to contact the National First Aid Service at any time. The NFAS can, if needed, send a fully equipped ambulance (normal response time: 1 hour).

Attention!

There is no first aid search and rescue helicopter standby available for this competition!!! In case of accident the mountain rescue team members has to reach the victim first (*which may take several hours mountain walking*), assess the situation and then ask the Central Office for helicopter if needed. The helicopter cannot be activated after 5 pm!

11 - CONTEST NUMBERS

The numbers or letters supplied by the organizers shall be placed under the centre of the wing, top towards the leading edge.
PWC numbers are allowed and all pilots who have PWC number on their gliders are advised to use those numbers. Those numbers shall be written in the pilots Entry Form.
It is not allowed to have a second number on the glider beside the official competition number.

12 - RADIOS

Radio receivers are mandatory for all pilots.
Radio transmitters are permitted.
Only frequencies allocated by the organizers may be used.
Safety frequency is 144.225 MHz.
Retrieval frequency is 144.665 MHz.
Other available frequencies will be advised at the first briefing.
Voice activated microphones (VOX operated) are strictly forbidden.
The use of mobile telephones for landing reports and retrievals is highly recommended.
The pilots must stay in contact with the organizer at all the time during the task, through the safety frequency.

13 - TAKE-OFF AREA

During the competition, the take-off area will be reserved for the pilots, the media and identified staff personal. The public in general will be kept outside the take-off area.

14 - FREE FLYERS

Free flyers won't be allowed to take-off before the opening of the window and until the window is closed, except with the permission of the Meet Director.

15 - SAFETY AND TASK COMMITTEES

The Safety and Task Committees will both include 3 pilots. Pilots of both committees will be elected by the pilots at the first briefing.

16 - PILOT'S BRIEFING

The task board at take-off will show:

- the time the take-off window opens and closes,
- the time the start gate opens,
- any modification of the take-off window and start gate times,
- the start cylinder radius,
- the turn points,
- the task deadline,
- the ultimate landing report time.

17 - MAXIMUM WIND SPEED

No task will be set with a general wind speed over 30 km/h at launch.

18 - ORDERED LAUNCH

At large area starts (Sopot) pilots can take-off at any time in any order.

An ordered launch method may be used at small area starts.

If this method is used on the first day, the order will be according to the WPRS.

The following days, the competition ranking will be used.

In both cases, the top 15 male pilots and the top 5 female pilots will have the right to enter the take-off area whenever they want.

19 - RETAKE-OFF

A competitor will be allowed one take-off.

By the decision of the Meet Director at some starts and meteorological conditions restart may be allowed. In this case the decision will be announced at the task briefing.

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 multiple take off allowance, the organizers are not responsible for competitors transport to the take off, except the officially announced.

The pilot must report to the Take-off Marshall before a second launch.

20 - FLYING THE TASK

The minimum period of time that the launch window will remain open for the day (launch) to be considered valid is 30 seconds per pilot.

Cylinders will be used as start sector. The start cylinders radius will be shown on the task board.

Turn-points will be 400m radius cylinders unless otherwise specified at the task briefing.

21 - FLIGHT SAFETY

Pilots must turn left on odd days and right on even days between launch and the start gate.

Dangerous flying conduct, including cloud flying, is prohibited and will be penalized.

A notebook will be available in main Headquarters. Pilots who witness a dangerous flying conduct shall use the notebook to report it. There will be flying Marshals in the air looking for dangerous flyers and cloud flying.

Pilots must report to organizers their number before take off. If they decide not to fly they have to report their number to organizers again. Penalties (up to score for the day) will apply if a pilot does not report.

Pilots must send sms to organizers indicating their competition number and status after landing i.e. "N X landed safe". They can add their landing GPS position – especially if they expect difficult retrieve. If the pilot doesn't receive confirmation ("ok") sms reply by organizers, then he must continue his attempts to contact them. There are penalties for reporting back late or no reporting. There is no need of landing status sms report If the pilot lands at goal or at official landing, but he must report to nearby member of the competition organization (MD, scorer, transport organizer, goal marshal) if present.

22 - GOAL LINE

Goal will be a virtual line on either side of the goal coordinates, unless otherwise specified at the task briefing. Wherever possible there will also be a physical line with wind indicators at each end placed over the virtual line coordinates (or as close as possible to) as a flight reference for pilots. If a goal cylinder is to be used, this will be announced in the daily briefing and written on the task board.

The virtual goal line will be 200 m long (100 m on each side of the GPS goal coordinates) and perpendicular to the previous turn-point.

The Goal Marshal will check the arrival order of the first 10 pilots. His observations will be used only to update results in case of obvious GPS error.
He will also check that all pilots at goal do fly across the goal line.

23 - SUSPENSION, CANCELLATION OR STOPPING OF A TASK

The Meet Director and Safety Director may suspend, cancel or stop a task according to Section 7 (2.6.2.2 and 2.20.7).

Stopping of task will be announced on the Safety frequency.

All pilots are then requested to pull in "big ears" to signal to one another that the task is finished.

24 - REST DAY

There will not be a rest day during the competition.

25 - SCORING

For scoring, the GAP 2008 formula will be used in combination with the FS scoring software.

Scoring formula parameters are:

- Minimum distance – 6 km
- Nominal distance – 40 km
- Nominal time – 1.5 h
- Nominal pilots in goal – 15 %

Scoring a stopped task. A task which has been stopped but not cancelled shall be scored if at least 1 hour have elapsed since the first valid start is taken by a competing pilot or at least 1 pilot has achieved goal. Pilots will be scored up to the point in time when the task was stopped, less a specified "score back" time; this score back time is equal to the time between start gate windows or a minimum of 15 minutes in the case of a race task and will be applied to all pilots whether in goal or not. Pilots in the air who have been notified that the task has definitely been stopped or cancelled are requested to make "big ears" to indicate to other pilots that the task has been stopped. Pilots who do this when the task has not been stopped or when there are no other safety reasons (cloud suck, etc) will be penalised at the meet director's discretion. Each individual competitor is the best judge of what constitutes safe conditions for that competitor. Each pilot is completely responsible for his/her own safety at all times.

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score

will change to take into account his average day-weighted scores of the whole meet so the score will be adjusted after each task. The competition director may also award extra points.

26 - PENALTIES

Cloud Flying

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 highly recommended 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 descend safely and fly to a safe position near the course line until the extra height gained is lost by means of big ears or other methods before continuing on course so that other pilots can see it had not been intended to gain an advantage. For the first infringement the pilot will have zero points for the task, and a second infringement will result in the pilot being excluded from the remainder of the competition.

Dangerous Flying

Dangerous flying is forbidden. For first infraction the pilot will be warned and a further infraction will result in zero score for the day or the pilot being excluded from the remainder of the competition.

Instructions from officials:

Failure to follow directions from meet officials as soon as possible after they are given may result in penalties being applied at the meet director's discretion.

Abusive behaviour towards meet officials or other competitors will not be tolerated and penalties will be applied at the meet director's discretion

Reporting back late: For each task there will be a latest report back time stated. For safety reasons, pilots who have not notified organisers of their landing by this time will receive a warning for a first infringement, for a 2nd infringement will lose 10% of the day winner's score and will score zero for any further infringements (unless a reasonable explanation is offered as soon as possible to the Meet or Safety Director). Penalty points may also be given for late GPS downloads.

27 - COMPLAINTS AND PROTESTS

Complaints

Complaints for each task shall be submitted at the latest 2 hours after the publication of the provisional results and will be dealt as soon as possible.

Protests

Protests must be submitted at the latest 12 hours after the result of the complaint is published at the main Headquarter.

For the last competition task, protests must be addressed at the latest 2 hours after the result of the complaint is published at the main Headquarter.

The Protest fee is 20 euro. It will be returned if the protest is upheld.

28 - PRIZES

Skynomad Open is a low budget competition and there will not be money prizes. However there will be art crafts trophies and sponsor's products for the winners.

Annex A to Entry Form

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights :

1. I am a participant in the 6th FAI SKYNOMAD OPEN cross-country paragliding competition held at Sopot – Plovdiv - Bulgaria from 5 to 11 of August, 2012 ("the Championships"). I acknowledge that participating in the Championships or any other activity related thereto (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Championships or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:.....)
2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organisers, the Spanish National Aeroclub, the property owners of the operation areas (including launch and landing areas), the Fédération Aéronautique Internationale and its Commission de Vol Libre, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:.....)
3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of Spain. I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall be in Spanish courts and such courts have personal jurisdiction. (Initials:.....)
4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law. (Initials:.....)

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date : _____

Signature of Participant

Printed name of Participant

Address of Participant : _____

Signature of Witness

Printed name of Witness

Address of Witness: _____

ANNEX B TO LOCAL REGULATIONS

ALTITUDE VERIFICATION

Introduction

For the purposes of altitude verification, the scorers will group GPS instruments into three broad categories:

Group 1: Instruments incorporating a pressure sensor to be able to record and/or display barometric altitude. (Some may also display GPS altitude)

Group 2: Instruments recording only GPS altitude

Group 3: Instruments (primarily Garmins) that incorporate a pressure sensor, such that the recorded altitude is a continuous updated combination of GPS height and barometric altitude.

Pilots should be aware of which altitude(s) each of his GPS units records and displays. Note that in some instruments there will be a difference between the pressure altitude height and the height displayed in flight. This can be up to 200 to 300m on a high-pressure, hot day.

GPS set-up

Group 1:

All the barometric instruments should be set at the task briefing, either with the predicted QNH for the day or with the take-off height (which then calculates the QNH automatically), displayed on the task board. It is highly recommended to set alti2 (if available) to QNE (1013.25hPa).

Group 2:

No special set-up. Pilots flying with GPS-only altitude units should be aware that there can be a difference between barometric and GPS altitude of up to 200 to 300m.

Group 3:

The auto-calibrate function must be switched off. And the unit must be calibrated to launch height or QNH taken from the task board.

Note: Restricted airspace will be indicated on maps provided.

Verification by Scorers (Using FSflight, SeeYou and CompeGPS)

To verify infractions of competition altitude limits, track log altitude data will be standardised using standard barometric altitude (Pressure Altitude) of 1013.25hPa.

Group 1:

Typically, all the Flytec/Brauniger instruments (Group 1) will download correctly and the Pressure Altitude will be recorded in the kml and igc track log.

Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers ($1013.25 - QNH * 27\text{ft/hPa}$) to derive the actual (standardised) flight altitude.

Group 2:

Pilots with instruments recording GPS-only altitude: The difference between the GPS altitude and the pressure altitude will be derived by referencing track(s) from an instrument used on that task that gives both measures (eg Compeo+/6030). The pilot's GPS altitude will be adjusted using this difference. For some units, the scorers may have to factor in the ellipsoid/geoid difference as well.

Group 3:

Due to the nature of these instruments, it is essential that the auto-calibrate function is switched off, thereby recording true barometric altitude. They will be treated the same as Group 1 instruments. It is recommended that pilots flying with an instrument in this group, fly with a back-up GPS from another group. Pilots flying with only Garmins are likely to be subject to greater scrutiny and more frequent altitude checks.

Note: Restricted airspace will be indicated on maps provided.