

## Local Regulations for 2009 SKY GRAND PRIX in ASAGIRI

- 1) Every competitor shall fly at his own risk.
- 2) Each competitor shall fly within the operating limitations of equipment.
- 3) Once the competition has started, competing glider may not be replaced. Damaged glider may be replaced if the Competition Director gives permission.
- 4) Competitors must follow aviation laws.
- 5) A competitor who meets with an accident must immediately report it to the organizer. The cost for rescue, including the cost for requesting a helicopter, will be paid by the competitor or his family, both in the case that there was any request for a rescue or the rescue was done because there was no report from the competitor.  
A competitor witnessing any kind of accident must try to inform the organizer as soon as possible using the radio. The details of required information will be found in the section 33.  
The competitors who stopped the task and supported rescue actions will be awarded bonus points to their score. The amount of bonus points will be decided by the Competition Director.
- 6) Protective equipment  
A helmet is compulsory. Competitors must carry a serviceable rescue parachute.
- 7) Personal health matters  
A competitor may not fly unless he is fit. Any drugs or medication that might affect the competitor's performance in the air are prohibited.
- 8) Collision avoidance  
A competitor joining another in a thermal shall circle in the same direction as that established by the first competitor.  
A competitor involved in a collision in the air must not continue the flight if the structural integrity of his glider is in doubt.
- 9) Cloud flying  
Cloud flying is prohibited. Competitors will be watched by the organizer and other competitors. "Cloud flying" means that a part of a glider or its pilot goes into the cloud and become invisible from third party.  
If many competitors concern cloud flying, the Competition Director may cancel the task of the day.
- 10) A competing glider may carry jettisonable ballast only in the form of fine sand or water. A

competitor shall avoid dropping ballast at any time in a manner likely to affect other competing gliders and other third parties.

#### 11) Radio receiver

Competitors shall use radios within the national law.

#### 12) Task Committee

Task Committee shall be formed by two elected competitors and the Competition Director.

Task Committee sets tasks, collecting as much information as possible, and evaluates the safety aspect of the task. Task Committee shall ask all competitors to agree with their decision on the task setting.

Task Committee selects the appropriate airspace, take-off place, and a task, in accordance with the weather forecast.

#### 13) Safety Committee

Safety Committee shall be formed by three elected competitors.

Safety Committee shall report the Competition Director when they find the conditions on course become unsafe. According to that information, the Competition Director must determine whether the task shall be continued or not, although the competitors in flight shall have the final responsibility to decide to continue flying or not by themselves.

Safety Committee shall also confirm whether the task set by the Task Committee can be run safely or not.

#### 14) Briefing

There are the General Briefing and the Task Briefing.

##### 14-1) General Briefing

All competitors should participate in General Briefing.

As for the important information, it will be posted on the official bulletin board.

##### 14-2) Task Briefing

Task Briefing will be held around Take Off, with all competitors. Detailed weather and site information will also be announced.

Launch window shall be opened after 15 minutes or later from the end of the Task Briefing but in case where the task is pre-decided, the time interval will be at least 5 min.

#### 15) Publication of Task Results

The result of the day will be published on the official bulletin board at 19:00. If it is impossible, the result will be published at 07:45 in the next morning.

#### 16) Penalties and Disqualification

The Competition Director may impose penalties on competitors.

## Penalties

- a) A competitor who committed a severe violation shall be scored zero for the task.
- b) Unsporting behavior may result in disqualification from the event.

### Examples:

- \*Cloud Flying: Scored zero for the task.
- \*Failure to submit a landing report by the specified time: Scored zero for the task.
- \*Failure to report back: Scored zero for the task.
- \*Violation of turning direction rules: 1<sup>st</sup> offence=warning, 2<sup>nd</sup> offence=Scored zero for the task.
- \*Flying in the forbidden airspace or landing on the forbidden zones: Scored zero for the task.

All penalties will be published on the score sheet of the day.

## 17) Complaint

A Complaint may be made to the Competition Director to request a correction. Prior to submitting a Complaint, competitor must have sought redress of the problem by asking to the person in charge. If your problem is resolved, the procedure stops there, if it is not you may proceed to a Complaint. The time limit for Complaints is 30 minutes after publication of the provisional task results, except that after the last contest task it is 10 minutes.

## 18) Protests

If your complaint is not accepted, you may make a Protest to the Competition Director. The time limit for Protests is 30 minutes after the occurrence of the problem, except that after the last contest task it is 10 minutes. A Protest must be submitted to the Competition Director in writing with protest fee of ¥5000. It will be returned if the protest is upheld.

## 19) Jury

The Jury shall be constituted of the task committee members (excluding the competition director) and the paragliding competition committee members who are present at this competition. The Jury shall deal with the submitted protests expeditiously.

## 20) Take-off

- \*Take-off area will be chosen from either Shiraito or Inokashira according to the weather condition.
- \*Take-off system is Time Interval Launch Order.

### 20-1) Time Interval Launch Order

- a) Take off area will be divided into "Take off Zone" and "Stand by Zone". And "Priority Lane" will be placed between them. To go into "Take off Zone" a competitor must pass through "Priority Lane"
- b) To go into "Priority Lane" a competitor must show his intension when the gate marshal confirms the intention at decided intervals (for example: Every 5 minutes). If there are more than one competitor who shows the intension, competitors can enter "Priority Lane" according to their priority order (for example: a competitor with priority order NO.3 can enter in front of a competitor

with priority order NO.10). Number of competitors who can enter at one call is limited to 10. Competitors who are once in "Priority Lane" cannot go back to "Stand by zone" except for those who are classified in items d and e below. Those who go back to "Stand by zone" according to items d and e will have no longer their priority order.

c) Competitors must get ready before showing their intension to go into "Priority Lane". Get ready means that completing the line check so that it is possible to take off by just spreading the glider and have GPS acquire satellite position.

d) Competitor(s) in "Take off Zone" will be in free take off condition unless there is(are) competitor(s) in "Priority Lane". When there is(are) competitor(s) in "Priority Lane", competitor(s) must take off within 30 seconds after the direction of the start director or go back to "Stand by Zone". In case the take off area is closed by some reason, 1<sup>st</sup> competitor in "Take off Zone" must take off within 1 minute after the take off area is reopened or go back to "Stand by Zone".

e) 2 take off failure is permitted but after 3<sup>rd</sup> failure the competitor must go back to "Stand by Zone" When a competitor fails to take off, he must follow the direction of the start director.

f.) The priority order is assumed to be the order of an official ranking until the day before.

At the first task, the priority order will be determined by lot at the registration.

#### 21) Temporary Take Off Closing

The Take Off Director may close the Take Off temporarily because of overcrowding or a weather condition that is not appropriate to taking off.

#### 22) Re-start

In a speed run task, the "Re-start" rule will not be allowed.

The "Re-start" rule means that a competitor who has once crossed the start line and next turnpoint crosses the start line again and then elapsed time is taken from the second crossing of the start line.

#### 23) Re-flight

To allow re-flight or not will be determined on every task.

#### 24) Start

Start will be determined by crossing the start line designated by cylinder on GPS track log. There are 2 types.

a) Individual start in the air: The start time will be measured at the time when a competitor crosses finally the start line. In this case the start line will be a big cylinder where the start time is measured when a competitor finally enters the cylinder or a small cylinder where the start time is measured when a competitor finally exits the cylinder.

b) Simultaneous start in the air: The start time will be pre-determined and same for all competitors. Competitors must cross the start line after this time. Start line will be same as in a).

## 25) Goal

Goal judgment is made by GPS track log, using a virtual goal line or a goal cylinder.

\*Virtual goal line: A line of 100-400m long on each side of the goal coordinate and at right angle to the line between the last turnpoint and the goal coordinate.

\*Goal cylinder: A cylinder of 100-400m radius centered on the goal coordinate.

### 25-1) Goal control

Competitors must cross the virtual goal line or goal cylinder. Time will be taken on the GPS clock.

## 26) Task Closing Time

The final time when the task is measured is announced by the task briefing, and posted on the task board. The flight after the task close time will not be counted for the task score.

## 27) Landing Report Time

Competitors are required to submit a Landing Report to confirm their safety landing. Competitors must make a landing report by the specified Landing Report Time. Landing Reports shall be made immediately after landing with a cell phone or some other means so that the organizer does not have to start a needless search and rescue action. The competitor shall tell the Head Quarter whether he needs retrieval by the organizer or he can return by himself.

\*A competitor who landed outside the specified landing fields shall handle the situation in good faith. Any property damage has to be dealt with the competitor's own responsibility. The competitor shall also mark the landing position on the GPS unit and report the coordinates on the task report form.

## 28) Report Back

Report Back must be made by the competitor himself.

## 29) Tasks

### 29-1) RACE TO GOAL

The purpose of competitors is to come in first to the goal. Start time is same for all competitors.

Start type is simultaneous start in the air.

### 29-2) SPEEDRUN TO GOAL

The purpose of competitors is to fly a designated course in the shortest time.

Start time is the last time the competitor crossed the start line. However, once crossed the start line and cleared the next waypoint, it is not allowed to restart.

## 30) Validation

### 30-1) Minimum distance

Minimum distance shall be 5.0km in this competition.

### 30-2) Validation of a Task

A task shall be validated when the criteria below are met.

a) The cumulative launch window open time is more than X minutes, where X is the number of competitors who showed the intention of flight in the task. Or all competitors launched except those who have cancelled to fly on that day.

### 30-3) Validation of the Competition

\*The competition itself is validated when one task is validated.

\*Competition ranking is determined by the sum of the scores for validated tasks.

### 31) Cancellation and Stopping of a task

The Competition Director may cancel a task after starting the task if the weather becomes unsuitable for safety reasons. Task Cancellation is informed to competitors through radios.

If it is a Race to Goal task and a minimum of one competitor is in goal, the task will be stopped and will be scored if the section 30-2 is fulfilled.

### 32) Guidelines for Assistance to a competitor in danger

All competitors must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!"

A competitor witnessing any kind of accident must try to inform the organizer as soon as possible using the radio.

Calling procedure: "MAYDAY, MAYDAY, MAYDAY".

Give details of:

Name and number of the competitor reporting the accident

Position of the victim (GPS coordinates)

Description of competitor/gliders in trouble.

### 33) Scoring and Measurement of Distance

#### 33-1) Measurement of Distance

\*Distance measured on GPS track log will be rounded up by 0.1km.

\*Best position on the GPS track log will be scored unless specified otherwise.

#### 33-2) Measurement of Time

In principle, time is measured in seconds on GPS clock.

#### 33-3) Scoring Formula (P/JL Formula)

Scoring formula is GAP2002 using FS for judgment of tracklog.

### 34) Flight Verification

\*All flight will be verified using GPS track-log evidence.

\*A competitor must have at least one GPS unit. The GPS units that are acceptable are designated by the organizer.

\*Competitors must set up their GPS unit parameters correctly.

\*When a competitor reports back, he shall upload his track log of the day to the organizer's PC.

#### 34-1) General

\*Only a track log from one GPS will be scored. A competitor may not connect two or more track logs as one track log.

\*A track log file or the data that is downloaded on a GPS unit may not be used as an evidence for flight verification. Data from a designated data logger may be used as an evidence for flight verification. In this case the organizer may require the competitor to submit a GPS track log that was connected to the data logger to confirm the validity of the data from the data logger.

#### 34-2) Valid GPS data

Valid track log must fulfill the criteria below.

\*There are at least two minutes and five continuous points before and after a turnpoint sector.

\*There are at least two minutes and five continuous points before and after the start sector.

\*Time data is recorded. Time interval of track log points is advised to be less than 20 seconds..

#### 34-3) GPS judgment criteria

A track log to prove that a competitor has crossed the start line or has entered into a turnpoint sector must fulfill criteria below.

\*A point within a cylinder sector.

\*Two continuous points before and after the start line.

\*"Mark + Enter" is not acceptable.

\*In a Race to Goal task, the tolerance of start time is five seconds.

#### 34-4) Obligation to keep a track log

If there are restricted Airspaces around the flight course, the organizer will judge the violation of airspace with GPS track logs. In this case competitors must keep their whole track of the day on a continuous track log.

#### 34-5) GPS Operation

\*A competitor may use more than one GPS unit or Data logger at the same time for the purpose of back up.

\*A flight must be recorded in a GPS unit or a Data logger.

\*A competitor must set up his GPS unit and/or Data logger parameters correctly.

\*A competitor must not delete the data of last flight until the official score is confirmed.

\*If a submitted track log could not be scored correctly, the competitor may submit another track log.

In this case the serial number of the secondary GPS unit or Data logger must be registered to the organizer beforehand.

#### 34-6) Penalties for Incorrect GPS track log

\*Missing start point: Scored zero.

\*Uncontinuous track log when a continuous track log is required: Scored zero.

\*No track logs in a turnpoint cylinder: Scored based on the best position.

\*In case that best position cannot be detected, for example the competitor who did not make goal did not turn GPS unit off after landing and moved on foot: Distance points up to the last turnpoint before landing will be given.

35) Matters not described in these local regulations will be dealt with according to JHF PG JL rules.