**2023 CHINA LINZHOU PARAGLIDING OPEN**

# 11st-16th June 2023, Linzhou, Anyang,China

**Local Regulations**

Organized by:

# Linzhou Paragliding Association

On Behalf of the Aero Sports Federation of China

These local regulations are to be used in conjunction with 2019 PWC Competition Rules.

**1. General**

The purpose of the event is to provide safe, fair and satisfying contest flying and to reinforce friendship among pilots.

**2. Contacts & Officials**

* Organizer:

Official website and registration: www.linzhouclub.com

Linzhou Paragliding Association Address: West Yingbin Avenue, Yaocun

Village, Linzhou city, Henan Province, China Tel: [+86-372-6105688/6105699](mailto:national_aeroclub@mail.bg)

Contact: Li Xiaomin

E-mail:linzho[uclub@126.co](http://www.bnac.bg/)m

* Aribitrator Guangyu Chen
* Meet Director Lingfei Yang
* Safety Director & Weather Ruifeng Yao
* Scorer & Live tracking coordinator Fugen Qin
* Headquarters Coordinators Xiaomin Li
* Rescue Coordinator Lei Ma
* Transport and Retrieval Jian Wang
* Logistic Shuhui Chang
* Take-Off Marshall Linchao Yuan
* Goal Marshall Ruifeng Yao
* Public and Press Relations Guangyu Chen

**3. Event Program**

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| --- | --- |
| Official Registration & equipment inspection: | 11 June (9:00-18:00) at H.Q. |
| Mandatory Safety Briefing: | 11 June (20:00) at Yingbin Hotel |
| Training day with limited retrieval: | 11 June( 9:00-11:00) |
| Opening ceremony: | 12 June (9:00-11:00) |
| Contest flying days: | 12 June–15 June(8:00-18:00)  16 June (8:00-14:30) |
| Prize-giving and Closing ceremony: | 16 June (16:30) at H.Q. |

## Typical Daily Schedule

* 08:00 - Headquarters open
* 08:30 - Deadline for protests of the previous day
* 08:30 - Transportation to Take off
* 10:30 - Meet Director / Task and Safety Committee meetings
* 11:00 - Pilots' briefing / Previous task official results / Task definition
* 12:00 - Take-off window opens
* 16:30 - Scoring office opens
* 18:00 - Safe landing report deadline
* 20:30 - Scoring office closes
* 21:00 - Provisional results
* 22:00 - Complaints resolution published

*The daily schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at the Daily Team Leader Briefing or Pilot Briefing.*

**4. Entry**

## The limits

* + The maximum number of pilots in the competition is 75.

## Entry Fee

The Entry fee will be: 200 Euros per pilot.

## The entry fee includes:

* Transport to the take-off and retrieve on the main routes for all competition days,
* Emergency rescue and first aid medical service
* Upload of turnpoint’s GPS coordinates
* GPS tracklog download,
* Competitor and glider identification
* Local map
* ID card & safety/contact information,
* Lunch package, water,
* competition’s souvenirs,
* Free access to all events and parties,
* Free internet (Wi-Fi) access at the HQ and Scoring Point

## Refund policy

In the event of pilot withdrawing from the competition before 20th April 2018 and who cannot be replaced by a qualified pilot from that nation, a full refund will be offered. Cancellations received after this date will not be eligible for refund except at organizers discretion.

**5. Insurance**

The organizers require documentary proof in English of:

* + Valid paragliding competitions personal accident insurance**.** This must include repatriation to the country of origin, medical evacuation (helicopter) of minimum

**€5’000** and medical treatment of minimum **€75’000** if necessary.

*The organizer will offer llimited insurance for competitors at the competition.*

**6. Registration**

Pre-registration of the pilots and teams must be done at the official web site: www.linzhouclub.com

The official registration will be on Sunday, 11 June (9:00-19:00) at HQ. Entry Forms will be completed during the registration.

Each competitor will be requested to present:

* + Proof of his/her Identity and Nationality.
  + The competitors valid FAI Sporting License or National Sporting License.
  + Satisfactory evidence of glider airworthiness.
  + Certificate of insurance as detailed.
  + GPS and suitable cable for it.

Each competitor will be requested to sign:

* + - The Waiver Declaration (agreement on release of liability).
    - The Entry Form(filled when register on line).
    - Pilot Experience Form(filled when register on line).

## Attention!

The Safety briefing that will be held in the Competition headquarters on Sunday, 11 June (20:00) is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

**7. Equipment**

All pilots must fly with certified glider, helmet, rescue parachute and radio.

**Only certified gliders** are allowed to fly in the Competition according EN 926 or LTF 91/09. It is not permitted to modify the glider in any way different than allowed modifications described in the glider’s manual. Pilot must fly in homologated weight range.

Gliders will be checked after a complaint. In addition the meet director can request that any pilot be checked. Pilot must give his glider for checking or comparing immediately upon any such request.

Two checking 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 organizer will provide a weight measurement machine.
  + Pilots’ nominal weight will be checked at the event registration.
  + Pilots may volunteer to check their weight (at registration and at take off).
  + The pilots may be checked before taking off or after landing, if there is any 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.
  + If they are carrying over 33 kg of equipment or not following PWC rule 2017 9.9.4, including ballast, they will be penalized without tolerance on the measurement.

All pilots in Category 2 events must fly with a **certified harness** to EN1651, LTF03 or LTF09. The harness must be equipped with a back protector certified to LTF09 or LTF03 All pilots must wear **certified helmets** to EN966 when

flying. All pilots must have serviceable rescue parachute when flying.

**8. Radios**

Radio receivers are mandatory for all pilots.

* + Radio transmitters are permitted.
  + Only frequencies allocated by the organizers may be used.
  + Safety frequency is 436.175 MHz.
  + Retrieval frequency is 436.700 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.

**9. Rescue and medical service**

A first aid team will be present at take-off and landing.

It will include a Doctor specialized in emergency and mountain rescue. Emergency equipment will be available.

**10. Flying Sites**

**Take-off:** • Linlv Mountain International Flying site(N36°8′56'' E113°44′2''） Altitude above sea level 1200m (Relative height 850m). Take off direction E, SE, NE

Helicopter landing spot available.

Distance from HQ 40km / 1H30 min paved road from HQ Transport to take off by bus

**Landing:** • Linzhou Paragliding Club((N36°8′57'' E113°46′10''）The terrain is high in the west, low in the east. Western landing are notallowed.

**11. 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.

**12. Launch**

If necessary, an ordered launch method will be used.

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

Following Tasks: The competition ranking will be used. In any case, the top 6 male pilots and top 3 female pilots will have the right to enter the take-off area whenever they wish.

## Re-Take-off

A competitor will be allowed one take-off.

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 technical problem a pilot can ask permission from the Meet Director to land and re-take-off again.

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

**13. Free flyers**

Free flyers won’t be allowed to take-off during the competition from 11st to 16th, except with the permission of the Meet Director. Official wind-dummies will take-off by team leaders request to the Meet Director and may not fly the task route.

**14. Task Advisory Committee and Safety Committee**

The Task Advisory Committee will include 3 pilots, Steward and Meet Director. The Safety Committee will include 3 pilots.

Pilots of both committees will be elected at the Mandatory Safety Briefing.

**15. Task Information**

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 with their radius,
* the task deadline,
* the ultimate landing report time,
* turn direction of the day,
* the minimum period of time that the launch window must remain open for the day to be considered valid, based on the number of launch points available with 30 seconds of safe launch conditions per competitor.

**16. Maximum wind speed**

No task will be set with an average wind speed above 6 m/s at launch. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

**17. Flying the task**

The take-off window will be open for at least 60 minutes.

Cylinders will be used as start sector. The start cylinders radius and type of start (“Enter” or “Exit”) will be shown on the task board.

All turn-points will be cylinders around the GPS coordinates supplied by the organizers. Cylinder radius will be shown on the task board.

**18. 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 will use the notebook to report it. There will be Air Marshals in the air looking for dangerous flyers and cloud flying.

**19. Goal and end of speed section**

The Goal will be virtual cylinder around the goal turn-point or virtual line at the goal turn- point and perpendicular to the last leg of the task. In case of Goal line – there will be physical line at the landing field for visual orientation. All pilots will have to fly across the virtual goal line or cylinder in order to complete the task. Completing the task will be checked only by the data stored in the pilot's GPS.

End of Speed Section (ESS) cylinder for safety reasons always will be at least 1 (one) km before the goal line/cylinder. For all pilots, the time at ESS will be the one stored in the pilot's GPS when he crosses the virtual ESS cylinder.

**20. Stopping of a task**

The Meet Director may stop a task according to PWC competition rules 16.2. 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.

End time of the stopped task will be decided by the Meet Director and it will be at least 5

minutes before the announcement.

Task will be valid if the end time is more than 60 minutes after the race start time.

**21. Competition Parameters and Valid of a the task**

|  |  |
| --- | --- |
| 1. Nominal Launch 2. Nominal Distance 3. Minimum Distance | 96%  40 km  5 km |
| 4. Nominal Goal | 50% |
| 5. Nominal Time | 90 minutes |
| 6. FTV | 20% |
| 7. Score-back time | 5 minuts |
| 8. ATTB factor | 0.45 s/m |

If there is a valid task yet，then:

1. if the number of the pilots flown is less than 50% of the present pilots at the tack- off,the task will be invalid
2. if the number of the pilots flied more than 5km is less than 30%，the task will be invalid.

**22. Scoring**

For scoring, the GAP2002 formula will be used in combination with the FS scoring software. Scoring formula parameters will be published at the web site and printed on the

information boards.

A pilot who lands to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case.

**23. Penalties**

Penalty rule will follow PWC rules 15.1.

1. Modified glider: zero points for the task, disqualification from the event on a second offence.
2. All-up weight outside certified weight range: zero points for the task, disqualification from the event on a second offence.
3. Equipment in excess of 33 kg and all-up weight greater than 95 kg: zero points for the task, disqualification from the event on a second offence.
4. Cloud flying: zero points for the task, disqualification from the event on a second offence.
5. Aggressive or dangerous flying: zero points for the task, disqualification from the event on a second offence.
6. Airspace infringement, horizontal or vertical: 10 points per metre of infringement up to 50 m; zero for the day after that.
7. Track log missing or non-continuous track log when continuous track log is required: zero points for the task.
8. Failure to report back, or late report-back after a task: up to disqualification from the event and possible recovery of S&R costs.
9. False "Assistance needed" report: If dismissed by the organisation, 1 point, otherwise up to disqualification from the event and possible recovery of S&R costs.
10. No number, wrong number or number not meeting the requirements: 100 points penalty per task.
11. Failure to wear official sponsor logos or equipment: up to 100 points penalty per task.
12. Change of glider during competition not meeting glider change rules: 2% of winner’s points on every day the glider is flown. If the TD is not notified of the change, then zero points for the day.

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 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 anadvantage.

**24. Complaints and protests**

**Complaints**

Complaints for each task must be submitted at the latest 1 hours after the publication of the provisional results and will be dealt as soon as possible. For the last competition task the complaints must be submitted at the latest 30 minute after the publication of the provisional results.

**Protests**

Protests must be submitted at the latest 2 hours after the result of the complaint is published at the main Headquarters.

For the last competition task, protests must be addressed at the latest 1 hour after the result of the complaint is published at the main Headquarters.

The Protest fee is €50. It will be returned if the protest is upheld.