

**2019 Lithuanian Open Paragliding
Accuracy Championship (FAI 2)**

**2019 PGA North-East Europe Cup
“Brilliant foot” 1st Stage (FAI 2)**

and

**Paragliding Accuracy European Cup
2019 (Trakai) 1 Stage (FAI 2)**

LOCAL REGULATIONS

1 Objective

The objective of the competition is to determine best individuals and teams in PG Accuracy Landing.

1.1 The Winner

The Winner of each category will be the individual or team with the lowest aggregate score, where appropriate.

Prize fund of competitions

Prize fund of competitions 1000 Euro

1st place - 500 EUR

2nd place - 300 EUR

3rd place - 200 EUR

1.2 Competition Site

Trakai, Galvės Lake (reserve place – Paluknys Airfield) Competition Site may be changed due to weather conditions. Information about changes will be published on brilliantfoot.eu.

1.3 Date

15th-17th February, 2019. Training day: 14th February, 2019 depending on the weather conditions.

1.4 Organizers

Lithuanian Hang Gliding and Paragliding Sports Federation (LSPSF)

Lithuanian Aeroclub (LAK)

The International Air Sports Federation (FAI)

Paragliding Sport Club "Arcus"

Paragliding Sport Club "LSK"

Competition Director: Egidijus Šatas

Safety Director: Jevgenij Blokha

Chief Judge: Inga Polennikova

Launch Marshal: Marijonas Kmitas

Head of Office: Greta Boliaku

Scoring: Juozas Kaunas

Accommodation: Jurijus Jakovlevas

1.5 Event Schedule

14th February, 2018

Arrival, accommodation.

11:00 – 16:00 Training flights depending on weather conditions.

If weather conditions do not permit to have any training flights, the training round will run before the official flights on the competition day.

15th February, 2018

8:00 – 9:00 Registration, Draw in HQ.

10:00 – 10:30 Opening Ceremonies, mandatory Pilots General and Safety Briefing on Competition Site.

10:30 – 17:00 Competition Flights.

14:00 – Lunch.

18:00 – 19:00 First Day Results.

16th February, 2018

9:30 – Mandatory safety briefing on Competition Site.

10:00 – 17:00 Competition Flights.

14:00 – Lunch.

18:00 – 19:00 Second Day Results.

17th February, 2018

9:30 – Mandatory safety briefing on Competition Site.

10:00 – 14:00 Competition Flights.

14:00 – 15:00 Total results.

16:00 – Award Ceremony, Closing Ceremony in HQ, Departure.

Organizers reserves rights to change schedule due to weather conditions or others objective reasons.

Changes will be voted in committee consisting of organizers, judges and representatives of pilots whenever possible.

1.6 Registration

Deadline for online registration – 14th February 2019, 17:00 local time.

Deadline for a reduced entry fee payment - 8th February 2019 (inclusive)

Online registration: Pilots who already have an account on brilliantfoot.eu register [there](#). All other pilots register on [LSPSF website](#). Those pilots, who have not managed to pay entry fee online till 8th February, will be able to pay an increased entry fee at registration place on specified time.

Late payment will incur a supplementary fee of 20€. All pilots must register personally (by signing) at competition office on the first competition day at registration time. Info by email: jurijusjakovlevasbe@gmail.com or gretab92@gmail.com

Maximum number of pilots - 85.

In order to create equal conditions for all pilots to participate in the competition, LSPSF (Lithuanian Hang gliding and Paragliding federation) from 1st February will:

- confirm 75 pilots who have paid an entry fee.
- send an invitation to 10 pilots to pay the entry fee.

1.7 Entry fee

Up to 8th February (inclusive) entry fee - 60 EUR.

From 9th February - 80 EUR

Entry fee should be transferred to account:

Recipient: LSPSF

Recipient's ID: 191942027AB

Bank: SEB bankas, code: 70440

Gedimino pr. 12, 01103 Vilnius

IBAN: LT94 7044 0600 0032 0349

Entry fee includes take-offs on competition days. Possibly: warm lunch, tea at the competition site, souvenirs, medals, diplomas.

If competition is announced to be cancelled, the organizers take responsibility to refund 40 EUR of entry fee.

A full refund will be processed for those pilots, who have paid the entry fee but were not confirmed due to maximum number of pilots reached 85.

1.8 Accommodation

Lithuanian Olympic Sport Center Guest House

2 beds room - 31,20 Euro per night, 3 beds room

- 46,80 Euro per night.

WC, shower, free WiFi.

Payment at the guest house reception in cash or by bank card.

Number of rooms is limited.

Registration by email jurijusjakovlevasbe@gmail.com or on WhatsApp +370 659 99051.

Please note that prices may vary starting with a new year.*

*will be updated

1.9 Catering

There will be provided centralized catering for competitors on competition time, which is covered by the entry fee.

Eligibility

1.10 Classes

FAI overall

FAI women

PGAEC team

PGABF team

Lithuanian Championship overall (only Lithuanian pilots competing)

Lithuanian Championship women (only Lithuanian pilots competing)

1.11 Requirements for pilots

Valid national PG license.

IPPI card with Para Pro 3 or higher category, if national license is incompatible with IPPI categories.

FAI class: valid FAI license.

Ability to launch on winch towing in weather conditions specified in these rules.

1.12 Insurance

Each foreign competitor must provide certificate of medical expenses insurance valid in Lithuania. Minimum coverage for this insurance should not be less than 30.000 EUR.

Lithuanian pilots must have compulsory health insurance or other health insurance (disability, death, injury).

It is prohibited to participate in the competition if the pilot has no health insurance.

1.13 Requirements for equipment

The organiser, preferably the Safety Director, shall make airworthiness checks during the competition. At any time during the championships, the organisers and officials have the right to inspect any competing glider and, if necessary, ground it for safety or non-compliance reasons.

The organisers shall apply any other penalties listed in S7C and the Local Regulations for non-compliance with class or airworthiness standards. All competing pilots are to cooperate with the organisers and officials.

Equipment must comply with pilot qualification in accordance with the requirements in S7C.

Helmet suitable for paragliding.

Wing able to launch on winch towing in a safe way.

Tow release system.

Harness with the protector.

Rescue parachute.

Footwear must be suitable for a safe landing in all valid wind conditions. Heel and tip of competitors' footwear must not be modified such that it can damage the automatic measuring device. Any footwear addition must be made from soft rubber.

1.14 Precautions

Alcohol during competition is prohibited. Launch Marshall has the right to perform alcohol control before launch. Allowed alcohol concentration in blood - 0,0 promiles.

In order to avoid damages to the target surface and automatic distance meter, use of sharp targeting things attached to shoes outsoles are prohibited. Launch Marshall has the right to check pilot's shoes before launch.

1.15 Safety director rights

Do not allow for pilots to participate in competition with an inappropriate equipment.

Dismiss pilot from competition if his qualification does not comply with provided documents.

Dismiss pilot from round if pilot's qualification is insufficient for current flying conditions, which do not exceed the limits specified in this document.

1.16 Pilots obligations

Comply with competition rules, morale and ethics.

Attend briefings.

Execute instructions of the organizers.

1.17 Teams

For PGAEC inclusion pilots may form teams of clubs, towns, regions, etc. A team consists of 3 pilots. Pilots cannot change the team during the season.

For PGABF inclusion pilots may form teams of clubs, towns, regions and etc. A team consists of at least 3 pilots but no more than 5. The best 3 scores will be calculated.

1.18 Risk

Flight equipment and other property is everyone's responsibility during the competition. By registering, participant refuses of any claims to the organizers in connection with injuries and property damage.

2 Site and Equipment

2.1 Target

The target radius is 5.00 metre. Falls will be scored to 10.00 metre. Location of the target must allow landing from any direction and it is defined by Competition Director. The target may be relocated during the event (though, not during the same round). 15 cm radius automatic measuring device shall be used at target center, the results being indicated at the screen outside the target. In case the AMD is out of order, distance is measured by the judges. Clearly marked circles shall be set at 0.5 m, 2.5 m, 5 m and 10m radius. Take-off by winch, tow height 100-120 m.

2.2 Measuring field

Measuring field is a flat area where competitor's scores are measured. It is represented by clearly marked circle. Radius of measuring field is 5 meters. The target should be of such material (grass, sand, carpet etc.) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken. The Chief Judge and Event Judge shall determine the area around the measuring field that will be restricted to Duty Competition Officials only (minimum 20 m radius from the target).

A pilot confirms his result by signing next to his score in the results list.

2.3 Indication of Wind Direction

A high visibility windsock and wind direction indicator will be located in the target area and at a minimum of 5 m above ground level.

Additional light wind direction indicators shall be located in the target area, of a construction that indicates wind direction in winds of less than 1 m/s. They shall be of similar colour(s) to the windsock.

2.4 Wind Speed Recorder

The wind shall be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m above ground level. Wind sensor must not prevent a pilot to land in the target.

3 Competition

3.1 Number of Rounds

Minimum rounds - 1 maximum – 8. The results obtained in any round shall count towards individual and team scores, only when a round has been completed (i.e. all of the competitors have received a score or a penalty). In the event of a break in the competition in the middle of a round, the competition shall be resumed from where it left off.

3.2 Contest Numbers

Pilots shall be drawn to random flying order. Random order shall be determined personally during registration and shall be valid during all competition day. Each pilot must display his contest number on his leg.

Last round order should be set according to current results of previous rounds, starting with pilots who have accumulated maximum scores.

3.3 Take-off

Competitors must follow the determined order. Competitors not ready to start in the established flying order when called forward by the Launch Marshal or those who launched without the Launch Marshal's permission, will be liable to maximum 500 score penalty in lieu of their score for that round. Take off time - 2 minutes.

3.4 Pilots separation

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

3.5 Signalling Reference

The official signal for pilots in the air to fly away from the target (for safety reasons) is person or persons at the Measuring field waving a red signal flag.

3.6 Re-launches

A competitor may only request a re-launch following a disputed flight by applying to the Event Judge at the target before signing for his score. The competitor must register his request for re-launch with the Recorder before communicating with any other person (with the exception of the Chief and Event Judges). The Event Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge decides so) video evidence. At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled.

Re-launches shall take place as soon as possible during the current round or the subsequent round. If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot. Refer to Complaints and Protests in S7C

A re-launch may be granted only for the following reasons:

- **Wind Speed** - The wind speed exceeds the specified limit during the time of 30 seconds before the competitor lands. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.
- **Target Obscured** - The target is obscured during a competitor's final approach and the pilot makes a clear signal that he is flying away and does not attempt to land on the target.
- **Judges Disagree** - The judges are unable to agree an accurate score for any reason.
- **Safety Reasons** - The competitor changes his flight plans for safety, does not then attempt to land on the target and makes a clear signal that he is flying away.
- **Distraction** - If there is any significant external distraction which demonstrably affects the competitor's target approach and the pilot does not attempt to land on the target and makes a clear signal that he is flying away.
- **Judges' Discretion** - At the Judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight), which is not a result of the pilot's poor pre-flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a considered final approach. A re-launch may be authorised provided that the pilot does not attempt to fly to the target.

4 Limitations

4.1 Wind Speed

The maximum permitted wind speed for the competition scoring is 7.0 m/s. If it is deemed likely that the wind speed exceeds 7.0 m/s during a competition flight, the

competition will be halted until the wind reaches sufficient speed. The upper winds, which are not measurable, are not taken into consideration.

5 Scoring

5.1 Method

Competitors shall be scored on the distance in centimeters between the landing point (first point of ground contact) and the edge of the dead center disc. The score shall be 0 if the landing point is at the dead landing disc. In case a pilot hits the ground at several points simultaneously (e.g. with both feet or full foot), the most far-way point shall be measured. If competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius. Landing has to be made on feet. If competitor falls at landing, he scores a maximum score. Falls will be scored to 10.00 metre.

A fall means if any part of the pilot's body (other than his feet) or equipment (excluding the speed system, stirrup or tow yoke) touches the ground before the wing or before the competitor has exited 10 m from the target.

5.2 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by the competitor. In case of 5 and more competition rounds, the worst score is rejected.

5.3 Team Scores

The team score for each round shall be calculated as the aggregate score of the best 3 scores achieved by members of the team. In case a team has less than 3 competitors, a maximum 500 penalty scores will be awarded to the each missing team

member (e.g. if there are only 2 competitors in a team, the team's score for that round will be the aggregate of the score achieved by two competitors plus one maximum score).

5.4 Tied Scores

If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0cm scores will be declared the winner of the tie break. If they are the same, the highest number of 1 cm scores will be considered, then 2 cm scores, etc.

5.5 Validation of Scores

As soon as possible, when the round ends the recorder shall post the scores from the round (with the posting date and time clearly identified) on the main briefing board labeled PROVISIONAL. Any protest with the scores must be lodged within 1 hour of the scores being posted. At the end of the 1-hour from posting the scores the round shall be declared as OFFICIAL. Any protest with the scores after the final round must be submitted within 0.5 hour of the scores being posted.

6 Complaints and Protests

Complaints and protests shall be solved according to the Section 7 and General Section. Competition participant may give his protest to the Chief Judge or Event Director. Protests shall be given in written form pointing reasons, violated rules and demands. Giving the protest shall be paid by 50 EUR deposit. If a protest is satisfied the deposit is given back. Protest is given in 1 hour after official results are declared. After the protests are considered or in case of no protests in 1 hour the results are declared as FINAL.

7 Penalties

The Meet Director shall impose penalties for infringement of, or non-compliance with, any rule in the Sporting Code or Local Regulations.

The penalties imposed by the Meet Director shall be at his discretion and may be one of the following:

Dangerous or aggressive flying

1st offence: warning.

2nd offence: maximum score for the round.

Radio coaching

1st offence: maximum score for the round.

2nd offence: disqualification.

Abuse of officials or bringing the sport into disrepute

1st offence: warning.

2nd offence: disqualification.

Pilot may be disqualified from current competition because of any contravention of these competition rules. Any person participating in the current competition may be eliminated in case his behaviour harms the reputation of the competition. Pilot might be eliminated from the current competition in case he raises any threat for his or any other person safety. The pilot can not exert any pressure or insult on the staff and the judges, for which pilot will be disqualified from current competition.