

SkyStream Accuracy Cup 2021 (FAI 2)

Local Regulations

These local regulations are to be used in conjunction with the most recent versions of:

- **General Section of the FAI Sporting Code**
- **Section 7 Common of the FAI Sporting Code.**
- **Section 7C of the FAI Sporting Code.**

1. Objective

The competition objective 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. The winners will be awarded with diplomas and medals, the overall winner will be awarded with the Cup.

1.2 Competition Site

Leningrad region, Luga district, Volodarskoe village, "Podlesie" paradrom,

Competition Site may be changed due to weather conditions.

Information about changes will be published on lenoblcup.ru

GPS coordinates: 59°41'57.7"N 30°11'12.4"E.

1.3. Date

June 11-17, 2021. Training flights will be organized on June 12, 2021.

1.4 Organizers

ROO "Sporting Federation of Superlight Aviation of the Leningrad Region"

Paragliding Sport club "Skystream"

Event/Meet Director Artem Lozovoi

Safety Director: Dmitriy Sapogonikov

Chief Judge: Inga Polennikova/Sergey Gordeev

Event Judge: Aleksey Fedorov/Natalia Pashinina

Launch Marshal: Sergey Kotov

Head Office: Mariia Grigoreva, lenoblcup@mail.ru, +79119917681

Scoring: Ali Khasinverov

Accommodation: Natalia Pashinina, lenoblcup@mail.ru

1.5 Event Schedule

Friday, 11 June, 2021

Arrival, accommodation

Saturday, 12 June, 2021

Arrival, accommodation, training day

09.00 – 22.00 registration

12.00 – 18.00 Training flights depending on weather conditions. If weather conditions do not permit to have any training flight, the 1 training round will run before the official flights on the competition day. 1 training flight – 3 euros.

Sunday, 13 June, 2021

8:00 – 9:00 registration, start numbers draw in HQ

09:00 – 09:30 Opening Ceremony, mandatory Pilots General and Safety Briefing at Competition Site

09:30 – 18.00 Competition Flights

18.30 – First Day Results

Monday, 14 June, 2021

09:30 – 10:00 - Mandatory Safety Briefing at Competition Site.

10:00 – 15:00 - Competition Flights.

15:00 – 16:00 - Total results.

17:00 – Award Ceremony, Closing Ceremony in HQ, Departure.

June, 15-17, 2021 - reserve days.

Organizers reserves rights to change event programme and daily schedule due to weather conditions or others objective reasons. Changes will be voted in committee consisting organizers, senior judges and Team Leaders whenever possible.

1.6 Registration

Deadline for online registration – 10 June, 2021, 24:00 local time.

Registration on the spot: 12 June, 2021, 09:00 - 12 June, 2021, 09:00 local time. All pilots must register personally (by signing) in HQ during the registration time.

Info by email: lenoblcup@mail.ru

Maximum number of pilots - 80

1.7 Entry fee

30 EUR – till May 25, 2021 (inclusive).

40 EUR – till June 05, 2021 (inclusive).

50 EUR - till the registration day.

5 EUR - a fine for non-registered on the website lenoblcup.ru

The tightening on the winch Paid separately: 20 Euro mandatory tow fee

Payment and refund policy will be communicated by email at registration

Entry fee includes take-offs on competition days, medals, diplomas.

1.8 Accommodation

For accommodation please contact Natalia Pashinina, lenoblcup@mail.ru

1.9 Catering

Food is not provided for participants.

This item may be changed on competition organizers discretion.

1.10 Classes

* FAI Overall

* FAI Female

* PGA Teams (team – 4 pilots max)

1.11 Requirements for pilots

- * Valid national PG license.
- * IPPI card ParaPro3 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.

Pilots should be prepared to demonstrate they have sufficient tow launch experience and skills.

1.12 Insurance

Each foreign competitor must provide medical expenses insurance certificate valid in Russia Federation. Minimum coverage for this insurance shall be not less than 30000 EUR and repatriation.

Russian pilots must have obligatory health insurance or other health insurance (disability, death, injury).

It is prohibited to participate without health insurance.

1.13 Requirements for equipment

At any time during the championships, the organizers and officials have the right to inspect any competing glider and other equipment including, but not limited to, harness, emergency parachute, helmet, tow release equipment, footwear etc. and, if necessary, ground it for safety or non-compliance reasons.

The organizers 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 organizers and officials.

* Only EN-Certified paragliders are permitted to fly.

* All pilots must fly with a harness and back protector combination in the configuration that has been tested to LTF09.

* All pilots must wear a helmet, certified to either EN966 (HPG), EN1077-A and –B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying.

* Pilots must carry a serviceable reserve (emergency or rescue) parachute. Tow release system.

* Pilots shall make sure that they are within the maximum certified weight of the reserve 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 and in accordance with S7C, chapter 8.3.4 Footwear.

*The organization should require pilots to carry radio able to receive and transmit on the defined safety frequency. The safety frequency shall be set and used during the flying. Radio frequencies shall be specified in the Local Regulations and /or at Mandatory Briefing.

Voice activated microphones (VOX operated) are strictly forbidden.

The use of radios, mobile phones or any other means of communication to coach competitors (other than for safety reasons) is strictly forbidden.

1.14 Precautions

Alcohol during competition is prohibited. Launch Marshal, Meet Director and Chief Judge have the rights to perform alcohol control before launch. Allowed alcohol concentration in blood - 0,0. Ppm.

In order to avoid damages to the target surface and automatic distance meter, use of sharp targeting things, attached to shoes outsoles are strictly prohibited. Launch Marshal, Chief/Event Judge has the right to check pilot's shoes any time.

1.15 Safety Director rights

Do not allow 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 organizers instructions.

1.17 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.

All pilots must sign a Waiver declaration.

2 Site and Equipment

2.1 Target

The target radius is 5.00 meter. Falls will be scored to 10.00 metre. The target should be located such that it can be easily reached if pilots release from the tow in all wind speeds up to the maximum specified for the competition. Positioning of the target will be at the discretion of the Chief Judge and Meet Director after advice from the Safety Director. The target may be relocated during the event (though, not during the same round).

The target shall be a flat practically horizontal area represented by a clearly delineated circle with the automatic measuring device located in the center. Clearly marked circles must be set at 1.0 m, 2.0 m and 5 m radius, measured from the edge of the dead center disc to mark the area where competitor's scores are determined. The marking of circles is indicative and not intended for scoring.

An additional clearly marked circle shall be set at 10 m radius, measured from the edge of the dead centre disc to signify the area within which a fall is not allowed.

Target must be of non-slippery material, even if the weather is humid or there is frost or ice.

The target and target area should be flat and free from long grass, vegetation and flora that may interfere with marking a landing point. Grass should be mown to a low level (nominally 50 mm).

The Chief Judge shall approve the target surface and set up.

Take-off by winch, tow height 100-150 m.

2.2 Target area

The area surrounding and including the target. It will be clearly delineated with defined access restriction. Within the target area will be wind indicators, judging table, video tripod(s), spectator area, first-aid etc. The target area shall be flat and practically horizontal for a minimum distance of 30 m from the AMD.

2.3 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.

2.4 Indication of Wind Direction

A high visibility windsock will be located in the target area and at a minimum of 5 m above ground level. The windsock shall be a minimum of 2,5 m in length and designed to fly horizontally in winds of 6 m/s. It shall be able to free to fly and not obstructed by guy lines.

There shall be at least four light wind direction indicators (i.e. streamers) to indicate wind direction in winds of less than 1 m/s. They should be located within each quadrant of the target area approximately 15 m from the AMD. They shall be a minimum of 1,5 m long and mounted so that the trailing end is clear of the ground. They should be of a bright colour(s) in contrast to the target area and clearly visible from the air.

2.4 Wind Speed Recorder

The wind will be recorded within 50 m of the target with the measuring sensor positioned between 5m and 7m above ground level. In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of alternative electronic or mechanical instrumentation, which is located at a minimum of 5 m above ground level for the completion of the competition.

3 Competition

3.1 Number of Rounds

Minimum - 1 maximum – 12. 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.

Meet Director is encouraged to maximise the number of flights per day and may decide to start a new round even though it will not be possible to complete the round that day.

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 – 1,5 minutes, but may be adjusted as appropriate by the Launch Marshal.

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

3.4 Pilots separation

Pilots shall follow any flight course recommendations provided at the briefing and not delay their approach unnecessarily.

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 6.3or Common Section 7 – 9.1.2).

3.5 Signaling Reference

When the target is closed for safety reasons, take-offs must be stopped, an official on the target will clearly wave a red signal flag and the electronic pad is covered. Pilots in the air must fly away from the target when this official signal is shown.

3.6 Re-launches

A competitor may only request a re-launch following a disputed flight by applying to the Chief Judge / 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 Chief Judge /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) for 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

Any complaint or protest with the scores must be lodged within the time specified. After the scores are posted, any score that has not been signed for is deemed to be a resolved complaint, unless a protest is lodged. At the end of this time the scores for the round will be declared as Official.

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. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.
- **Judges Disagree** - The judges are unable to agree an accurate score for any reason, including non-operation of the AMD.
- **Safety Reasons** - The competitor changes his flight plans for safety. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.
- **Distraction** - There is any significant external distraction which demonstrably affects the competitor's target approach. The pilot must then make a clear signal that he is flying away and must not attempt to land on the target.
- **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. The wind speed shall be visible at the landing area.

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 centre disc. In case a pilot hits the ground at several points simultaneously (e.g. with both feet or full foot), then the furthest 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 that competitor. When five or more valid rounds are completed, the worst one individual score is dropped. Every officially registered competitor should fly at least once during the competition to remain a valid, scoring competitor.

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 will post the scores from the round (with the posting date and time clearly identified) on the main briefing board labeled PROVISIONAL. Any complaint or 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. At the end of this time the scores for the round will be declared as Official.

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. After the final round protest must be submitted within 0.5 hour.

7. Penalties

The Meet Director or Chief Judge 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 /Chief Judge 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.

3rd offence: disqualification

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.

*1st offence: warning could be imposed by Event Judge.

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 immediately without receiving first penalty as warning.

Reports of accidents, incidents, official warnings and disqualifications will be sent to CIVL asap.