

Open Guatire 2023



Válida Nacional de Parapente & Event FAI-2

LOCAL RULES

General Rules of the Competition

The rules contained in these Regulations will be used in conjunction with the General Section and Section 7B of the “FAI Sporting Code”. References to Section 7B should be checked against the most recent edition of Section 7B.

Registration

Each participating pilot must register through the FEDEVIP website (www.fedevip.com) until July 15, 2023 or in person on July 16 at the concentration site chosen by the organizers from 04:00 p.m. until 06:00 p.m.

Each registered pilot must present the deposit form, printed transfer confirmation or pay the registration amount in cash. The registration cost includes:

- Map of WayPoints (digital)
- List of WayPoints (digital)
- Snack.
- Transportation from the concentration site to takeoff.
- Transportation from the landing site to the Goal and later to the assembly site.

The transfer to takeoff will be made at 09:00 a.m. from the concentration site or headquarter during the days of competition. Transportation is not guaranteed to those registered pilots who are not at the concentration site before the scheduled time.

Required Documentation

- Registration form.
- Letter of Exemption from Responsibilities duly signed.
- Deposit form, transfer confirmation or payment receipt.
- Valid pilot's license. (FEDEVIP, FAI)
- Comply with the criteria of the organization of the event.

For the score obtained by the participating pilot to be valid before FEDEVIP and the Fédération Aéronautique Internationale (FAI), the pilot must be solvent before said organizations.

Calendar

▪ **Thursday 21/09/2023**

10:00 am – Practice flight

03:00 pm to 05:00 pm – Registration and Loading of WayPoints

05:00 pm – Opening Ceremony

▪ **Friday 22/09/2023 – Sunday 24/09/2023**

09:00 am – Transfer to Takeoff

11:00 am – Task briefing

05:00 pm – GPS check

08:00 pm – Publication of Results

▪ **Monday 25/09/2023**

09:00 a.m. – Transfer to Takeoff

11:00 am. – Task briefing

05:00 pm. – GPS check

06:00 pm. – Award ceremony

This programming is subject to change. They will be announced in a timely manner by the organizers.

Official Time

The official time for the GPS in the Open will be -04:00 UTC.

Complaints

Complaints must be submitted in writing to the Competition Director. If the claimant is not satisfied with the answer, they can formalize a Claim.

The deadline for the presentation of Complaints is 1 hour after the publication of the provisional results of the heats, except after the last heat, where the time limit is 30 minutes.

Claims

The deadline for the presentation of Claims is 12 hours after the publication of the provisional results of each heat or the receipt of the response to a previously formulated complaint, except after the last heat, where the time limit is 30 minutes.

The Claims must be delivered in writing to the Competition Director, and must contain the name and number of the pilot, in addition to the Claims fee, established at USD 10. If the ruling is in favor of the claimant, the amount will be refunded.

Takeoff

Takeoff type

- The takeoff is located in Nirgua, Yaracuy State. Venezuela
- The takeoff will be on foot, from the slope
- Up to six pilots can take off simultaneously

Takeoff order

According to the takeoff space conditions, the following takeoff method will be used:

- **First Day:** priority will be given to the best 6 pilots (5 men and 1 lady) according to the latest world ranking published on the Fédération Aéronautique Internationale (FAI) website.
- **As of the following day** the best 6 pilots (5 gentlemen and 1 lady) according to the most recent General Classification of the competition will have priority.

Radio

Each pilot participating in the Open must carry a VHF radio with them during the flight.

The frequencies used will be the following:

- Flight frequency: 147.710 MHz
- Transport and emergency frequency: 144.750 MHz

Only the frequencies indicated by the event organizers can be used.

Landing Report

To report the landing, each pilot, in addition to using the radio, can send an SMS with the UTM coordinates of the location and pilot number to the contact telephone number of the person in charge of the organization of the event for Logistics and Transportation.

The contact number will be provided on the day of the Opening Ceremony and written on the task board.

This rule also applies to pilots landed on Goal.

Re-Takeoff

During the Open, the opportunity of one (01) re-takeoff will be allowed for each participating pilot as long as it occurs before the Closing Window and as long as the pilot has not marked the Start Point of the sleeve during the first takeoff or flight. The pilot who performs a re-takeoff during a competition sleeve must necessarily keep the record or track of his two (02) flights in his GPS; otherwise, the registration presented will not be valid. This measure is subject to change.

The Organization of the Open will not guarantee transport or shepding to carry out re-launch. This will depend on the availability of vehicles.

Task Length

The Opening and Closing Time of the Window, Start Point time, Goal Closing and other data related to the round will be published and written on the board during the Round Briefing.

Scoring

For scoring, the event organization will use the updated GAP formula.

The GAP parameters used will be:

- Minimum distance: 4 km.
- Nominal distance: 25 km.
- Nominal goal: 20%.
- Nominal time: 50 min.

Subject to modifications during the competition. Drivers who finish the “Speed Section” but do not reach the Goal will get 0 points for time (§ 5.3.3).

Assistance to Pilots in Problems

A competitor who lands or limits his flight to assist a pilot in trouble will not be disadvantaged. However, the points earned in compensation will be awarded at the discretion of the Competition Director after analyzing the situation. In the event that their good faith is demonstrated in this action, the average of normalized points of the other sleeves will be awarded as a score.

Penalties

Restricted Areas

Flying over Restricted Areas is unsportsmanlike, dangerous and goes against the Open Regulations. The penalty for a pilot will be zero points on the day the incursion inside the Restricted Area is actually verified.

The penalty for a second verified violation will be disqualification from the competition.

The "Track log" of the GPS will be the way to verify this type of infraction. Restricted areas will be delimited on the map.

Cloud Flight

- 1st Violation: One Hundred (100) Points for the Day
- 2nd Violation: Disqualification from the Competition

Dirección de Giro equivocada

- 1st Violation: Warning
- 2nd Violation: 100 Points, doubling successively

Wrong Direction of Rotation

- 1st Violation: Warning
- 2nd Violation: 100 Points, doubling successively

Acrobacias después de completar el Gol

- 1st Violation: Warning
- 2nd Violation: 100 Points, doubling successively

Top Landing después de la Hora de Apertura de La Ventana

- 1st Violation: 100 Points, doubling successively

Omisión de Reportar Aterrizaje

- 1st Violation: Warning
- 2nd Violation: 100 Points, doubling successively

Reportar Aterrizaje por la Frecuencia de Vuelo

- 1st Violation: Warning
- 2nd Violation: 100 Points, doubling successively

Collision in the air

A competitor involved in a collision in the air must not continue the test or run if the structural integrity of his glider is compromised. Pilots involved in a collision will score as if they had landed at the point of collision.

The corresponding sanctions will be applied or the pilot will be penalized for the violation of the norms contained in these regulations as well as the CIVL Sporting Code Section 7B. Any action that puts one's own life, another participant, organizers, volunteers or spectators at risk will also be sanctioned.

Thermal Flight

Direction of Rotation

Pilots must turn left on odd days and right on even days, between Takeoff and Start Point. Or what is established in the informative talk or "briefing".

Categories

- Open (all homologation)
- Serial (paragliders with homologation EN D)
- Sport (paragliders with homologation up to EN C)
- Novice (paraglider with homologation EN B and his first competition)