

LOCAL REGULATIONS FOR



At "El Peñon"
Valle de Bravo, MEXICO
January 13 – 19, 2019

Organized by:



These local regulations are to be used in conjunction with General Section and Section 7A of the FAI Sporting Code. Reference numbers for Section 7A used in this text should be crosschecked with the latest edition of Section 7A

CONTACTS:

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PURPOSE

The purpose of the competition is to provide good, safe and satisfying contest and to reinforce friendship among pilots of all nations (Section 7, 2.2.1)

COMPETITION FORMAT 2019:

- Open Class (CCC and Lower)
 - XC Class (D and Lower)
 - Sport Class (C and Lower)
 - Recreation Class (B and Lower)
 - Teams
 - Women
 - Mexican
 - Rookie
1. The aim is to mentor lower class pilots into XC and competition,
 2. Each Open Class pilot in their teams can help and teach their lower class team mates.
 3. The overall competition we will do it just like a giant XC course.
 4. We set the task and explain why we set it and how to do it.
 5. We show pilots the best way to go, where the thermals are, and where the difficult sections are.
 6. All pilots are welcome to join briefings and ask questions and contribute to the experts de-brief.
 7. It is all about inclusion and instruction, we have a few top guns but they must be helpful to others
 8. We want to create a SAFE, Fun, challenging, and inclusive flying environment

PROGRAM

Registration	Sunday January 13th	11:00 – 17:00
Mandatory Safety Briefing	Sunday January 13th	19:00 – 20:00
Welcome free Dinner	Sunday January 13th	20:15
	Monday January 14th 'till	
Contest flying days	Saturday January 19st	8:00 – 17:45
Price giving and closing ceremony	Saturday January 19st	20:30 – 21:30

OFFICIALS

Meet Director	Nicky Moss (GB)
Meet Organizer and Safety Director	Miguel Gutierrez (MEX)
Score Keeper	Juan González (MEX)
Take Off and Landing Marshall	Yakin Oggier (MEX)
Transport and Retrieve Coordinator	Ricardo Tovar (MEX)
Rescue	Alejandro González (MEX)
Communication	Eduardo Corona -Control- (MEX)

1. ENTRY

1.1 Eligibility

- Monarca Paragliding Open pilots must hold equivalent F.A.I. IPPI 4, or who present a valid license to comply with the Organization criteria.
- Entries must be made on the Entry Form that can be uploaded on the competition website (www.monarcaopen.com)
- The deadline for receiving the payment of the Entry fees is January 13th 2019 – 17:00hrs.
- Maximum 150 pilots
- Scoring must carry a recently repacked parachute

1.2 Eligibility – Gliders

- Paragliders must be Certified – this is a certified class competition, no certified gliders will be accepted. Gliders should have appropriate EN/LFT stickers, gliders not bearing stickers will be scrutinised as will all prize winning gliders.
- Only paragliders Certified to EN/LFT from B to CCC standards are acceptable.

1.3 Entry Fees

The Entry fee will be:

- 275 USD per pilot Until November 30th*
- 325 USD from December 1th*

* Club de Vuelo EL Peñón 7 day temporary membership fee included.

The entry fee includes:

- Welcome dinner
- Map with turn points
- Competition program
- Identify badges
- Daily transport and retrieval with itinerary details
- T- Shirt

- free water daily
- Daily cereal bars
- Free access to all parties and social events

1.4 Refunds

All entry fees must be paid in full before December 30st 2018. Fees will not be refunded to disqualified competitors.

Cancellations before December 30st 2018 are 80% refundable minus all fees and charges for transfers and bank commissions.

Cancellations received after December 30st 2018, will not be refunded.

2. GENERAL COMPETITION RULES

2.1 Registration

Every single pilot must register personally on Sunday January 13th at HQ on the registration Desk between 11:00 and 17:00.

On January 13th every single pilot must report to the Headquarter to have their documents checked and to receive supplementary regulations and information. The end of the official Registration Period is at 17:00 Sunday January 13th 2019, which is considered the official start of the competition.

2.2 Documentation required

- Receipt of payment of entry fee – **Mandatory**-
- Certificate of insurance – **Mandatory**, without insurance policy pilots will not be allowed to compete and organization will not be responsible for entry fee refunds.

Documentary proof in English or Spanish of insurance covering at least USD \$100,000 valid personal accident insurance must be presented to the organizers before the start of the championship (S7, 2.12).

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability)
- The Safety Form (updated information on the glider specifications and contacts in Valle de Bravo and at home)

2.3 Selection Procedures

The minimum requirements for a pilot to enter this competition are:

- a) To be accepted by the organization

- b) Pay the complete entry fee before December 30st 2018
- c) Valid certificate of insurance

2.4 Schedule and Time

The Headquarters will be open from Sunday January 13th from 08:00 to 20:00

The closure of the registration is on Sunday January 13th at 17:00

Mandatory Safety Pilot Meeting: Sunday January 13th, 19:00-20:00 evening at Meet HQ: **Centro Regional de Cultura Joaquín Arcadio Pagaza**. Fray Gregorio Jiménez de la Cuenca s/n. Col. Santa María Ahuacatlan CP 51200, **Valle de Bravo**, Estado de México Tels.: (726) 262 49 47 (100m from Alas del Hombre)

Agenda items: Safety, transport, GPS, scoring, strategy & more. **Pilots that do not attend the safety meeting will not be allowed to compete**

Official time is UTC minus 6 hours.

TYPICAL DAILY SCHEDULE

- 08:00 - Headquarters open
- 08:20 - Deadline for protests of the previous day, except for the last day (see 4.2)
- 09:00 / 09:20 - Transport to take-off
- 10:00 - Meet Director / Task and Safety Committee meetings
- 10:45 - Pilots' briefing / Previous task official results / Task definition
- 11:15 - Take-off window opens
- 16:00 - Scoring office opens at the Headquarter
- 17:00 – Goal closure
- 17:15 – Landing Deadline
- 17:45 - Safe landing report deadline
- 21:00 - Scoring office closes
- 21:30 - Provisional results
- 23:00 - Complaints resolution published

This schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at the daily Pilot Briefing.

3. REST DAYS

There will be no rest days in this competition.

4. COMPLAINTS AND PROTESTS

4.1 Complaints

A complaint must be made to the Meet Director in English in writing, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously.

If the complainant is not satisfied with the outcome he may make a protest in writing to the Director.

The time limit for submitting a complaint is 1 hr 30 minutes after the publication of the provisional task results, except after the last contest task, where the time limit is 30 minutes.

4.2 Protests

The time limit for submitting a protest is 9hrs after the publication of the provisional task results or the communication of the result of the complaint, except after the last contest task, where the time limit is 30 minutes.

Protests must be written in English and shall contain pilot name and competition number, delivered together with the protest fee to the Meet Director.

The protest fee is 35 USD If a ruling is made in favor of the protest; the protest fee will be refunded.

5. TAKE OFF

5.1 Type

- Foot launch from hill side
- Launch will take place on "El Peñon" Temascaltepec
- Height ASL 2250mts – above ground 550mts
- Up to four (4) pilots can launch at the same time

5.2 Ordered Launch (according to S7 2.24.3)

If the size of the take off is not enough for all the competitors, an ordered launch method will be used. If this is used on the first day, the order will be according to the WPRS valid at the start of the competition, after that the competition ranking will be used.

First competition day: The top 15 male pilots and the top 5 female pilots based on WPRS have the right to enter in the take-off area whenever they want.

Following days: The top 15 male pilots and the top 5 female pilots based on the most recent overall championship results have the right to enter in the take-off area whenever they want.

6. RADIOS AND MOBILE TELEPHONES

The official **Competition Pilots Frequency** will be **145.950 mhz.**

The official **Retrieval Frequency** will be **145.900 mhz.**

The official **Emergency Frequency** will be **145.800 mhz.**

Voice activated microphones (VOX operated) are not allowed (not only on the Safety Frequency but in all cases, because it will disturb everybody). Any pilot operating a voice-actuated microphone on this Freq. will be penalized.

In the interest of safety there are no restrictions on mobile telephone use, SPOT checking in will be allowed.

NOTE: All pilots/team leaders and crews are requested to submit their mobile telephone numbers, internet addresses and intended radio frequency of choice to the Meet Director at the January 14th Mandatory Safety Pilot Meeting.

7. RETAKE - OFF

No retake off allowed for Monarca 2018 competitors.

A failed take off attempt or safety problem arising immediately after take off which results in a landing, will not count as one of the permitted number of take off's, if the landing is proved to be for an emergency, however the pilots take-off time will be taken from the time of the first take-off attempt if a ground start is specified.

A pilot who considers that they need to make a top landing for emergency reasons must request the Meet Directors permission using the Safety Frequency. The pilot may top land only after permission has been given.

If a landing at the take off is not considered by the meet or safety director to be an emergency landing, re-takeoff will not be permitted and penalties may be applied.

8. TASK PERIOD

Times of window open for take off and times for closing of the window, turn points, start time(s), goal closure and last landing will be displayed in writing on the task board. Any window extension policy will also be displayed in writing. The launch window has to be open over a minimum of one hour at launch able conditions so the day can be considered valid.

9. WIND SPEED

The maximum wind speed in which a task shall be flown is 30 km/h, this shall be measured at "El Peñon" Launch

10. SCORING

10.1 Distance Measurement

- Distances are calculated by the **Official CIVL XC competition scoring program**.
- All distances are measured via correctly passed turn points.
- The formula used for distance calculation first projects the spherical data given in track logs onto the WGS84 ellipsoid using the Transverse Mercator Projection. From then on, all distances are calculated using Euclidian geometry.
- The Task Distance is defined as the shortest possible distance a pilot needs to travel in order to complete the task
- The Flown Distance for each position the pilot reaches is defined as the Task Distance minus the shortest possible distance from that position to goal.
- **Points are awarded to a pilot in four categories: Distance Points, Speed Points, Leading Points and Arrival Altitude Points.**

10.2 Time Measurement

- Time is measured in hours, minutes and seconds.
- Scoring Formula

The scoring formula used is **PWC2016**.

The parameters for the competition will be:

- Minimum distance: 3 km
- Nominal distance: 30 km
- Nominal goal: 20% of pilots

- Nominal launch: 96% of pilots
- Nominal time: 1.00 hh:mm

Pilots finishing end of speed section but do not reach goal get 0% of their speed points.

The PWC 2016 scoring formula is based on GAP 2002, but with some important modifications

1. PWC 2016's Arrival Points depends on the goal configuration.
 - a. If the End of Speed Section is before the goal, then no Arrival Points are awarded. Instead, the allocation goes to time-points.
 - b. If the End of Speed Section is at the goal, then Altitude Arrival Points are awarded. These have the same allocation as traditional Arrival Points, but reward pilots who arrive high in goal.
2. The Leading Points calculation is altered so that leading out early in the task gives more Leading Points compared to GAP 2002.
3. The Launch Validity calculation is altered so that if a small number of pilots do not take off, Day Quality will still be 1.
4. The handling of stopped tasks, especially the calculation of the Day Quality in a stopped task, is done differently.

11. TEAMS

11.1 Teams made up of 4 pilots, scores for the best 3 in each task

11.2 Teams will contain a maximum of one CCC-Class pilot

11.3 A number of places has to be reserved for sport or recreation classes on each team

12. PENALTIES

12.1 Restricted Areas

Flying over restricted areas is unsporting, dangerous, and against the 15^a Monarca Paragliding Open local regulations (check reference). The penalty for a pilot can be zero score for the day. The penalty for the second verified infraction will be disqualification from the meet. Evidence such as GPS Track

log, will be required to verify infractions. The restricted areas will be marked on the flying maps.

12.2 Midair Collision

A Competitor involved in a collision must not continue the flight if the structural integrity of his/her glider is in doubt. Pilots involved can be scored as if they had landed at the point of the collision. **Midair collisions must be reported** to the Meet Director. Individual reports from all the involved pilots are required.

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook or in the 2018 CIVL Sporting Code Section 7A, or for actions that endanger themselves, other competitors, meet officials, volunteers, or spectators. Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Meet Director. Penalties may be applied to the score of the day where the fault has taken place

As an example, a 10% day penalty will result in the competitor receiving only 90% of his/her score for that day. A 100% day penalty means that the competitor receives a zero for that day.

13. THERMALING

*All pilots must read and understand **Chapter 3 from FAI Sporting Code, Section 7 Guidelines and Templates** – (1st May 2017 , Thermalling Rules and Techniques*

13.1 Turn Direction

Pilots must turn left on the calendar odd days and right on even days between the launch and start gate, or as stated at the daily briefing.

14. AWARDS AND TROPHIES

There are 4 different awarded classes , which will be awarded as follows:

1st place OPEN CLASS
2nd place OPEN CLASS
3rd place OPEN CLASS

1st place XC CLASS
2nd place XC CLASS
3rd place XC CLASS

1st place SPORT CLASS
2nd place SPORT CLASS
3rd place SPORT CLASS

1st place RECREATIONAL CLASS
2nd place RECREATIONAL CLASS
3rd place RECREATIONAL CLASS

1st place WOMEN
2nd place WOMEN
3rd place WOMEN

1st place MEXICAN
2nd place MEXICAN
3rd place MEXICAN

1st place TEAM
2nd place TEAM
3rd place TEAM

ROOKIE