

LOCAL REGULATIONS FOR TELOMOYO CUP PARAGLIDING COMPETITION 2022

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

- General Section
- Section 7 Common
- Section 7 A – Cross Country
- Section 7 F – XC Scoring
- Section 7 G – CCC Paragliders requirements
- Section 7 H – Flight recorders specifications
- Section 7 I – Guidelines and Templates

Official website :

<https://paragliding.web.id/public/events/show/kejurnas-paralayang-xc-2022>

1. Program

Date	Time	Location	Activity
3 September 2022	14.00	Headquarter	Open re registrasi
3 September 2022	19.00	Headquarter	Opening Cheremony
3 September 2022	20.00	Headquarter	Technical Mitting
4 September 2022	08:00 - 17:00	Gn Gajah Take Off Area	Practice day
5 September 2022	08:00 - 17:00	Gn Gajah Take Off Area	Task 1
6 September 2022	08:00 - 17:00	Gn Gajah Take Off Area	Task 2
7 September 2022	08:00 - 17:00	Gn Gajah Take Off Area	Task 3
8 September 2022	08:00 - 17:00	Gn Gajah Take Off Area	Task 4
9 September 2022	08:00 - 17:00	Gn Gajah Take Off Area	Task 5
10 September 2022	08:00 - 17:00	Gn Gajah Take Off Area	reserve day and closing ceremony

2. Medals

1. Overall
2. National Comp Individual Man
3. National Comp Individual woman
4. National Comp Team

3. Officials

Meet Director	Alfari Widasmara
Safety Officer	
Lounch Marshall	
Lounch Recorder	
Scoring	
Live tracking man	
Goal Marshall	

4. ENTRY

Entry fee payment \$88 / For international payment can on the spot or paypal acc (contact Organiser)

The entry fee includes:

1. Competition Kits (nomor, jersy)
2. Transportasi Lokal (Landing Zone to Take Off Zone)
3. Local Insurance

5. Registration

Online registration and online payment at

<https://paragliding.web.id/public/events/show/telomoyo-cup-paragliding-competition>

On 3 September 2022 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 14:00 hrs 3 September 2022.

4 September 2022 is considered the official start of the competition.

6. Documentation required

All participants must have third party liability insurance.

All participants must also insured to cover all types of expenses in case of an accident: search and rescue expenses, hospital expenses, medical expenses, repatriation, etc.

Pilots must check the validity of their government-run or private insurances in the country where the competition take place, in some countries, it is strongly recommended to know the insurance company's local contact to avoid delays.

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 at Trenggalek and at home)

7. Selection Procedures

The minimum requirements for a pilot to enter this Competition are :
To be accepted by the organization
Pay the complete entry fee before 1 September 2022

8. Schedule and Time

The Headquarters will be open for Registration on 14:00 hrs, 3 September 2022

The Headquarters will be open for competition days from 14:00 hrs , 3 September 2022

Mandatory Safety Pilot Meeting: 3 September 2022, 20:00 - 21:00 hrs evening at Headquarters.
Agenda: Safety, transport, GPS, scoring, strategy & more. Pilots that do not attend the safety meeting will not be allowed to compete.

Official time is UTC + 7 hours.

TYPICAL DAILY SCHEDULE

07:30 Headquarters open

08:20 Deadline for protests of the previous day, except for the last day

08:00/08:30 Transport to take off site

09:00 Meet Director/Task and Safety Committee meetings

09:45 Pilots' briefing/Previous task official results/Task definition

10:00 Take off window opens

16:00 Scoring office opens at the Headquarters

17:00 Goal closure

17:00 Landing Deadline

17:00 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 Team leader briefing or Pilot Briefing.

9. Equipment

All equipment must abide by Section A - 4 and 8 and CIVL GAP.

This includes CIVL approved flight instruments.

See: <https://www.fai.org/page/civil-xc-instrument-accepted>

Only paragliders following the regulations defined in the CIVL Competition Class (CCC) requirements document Section 7G - 4.0., are permitted to fly.

Radio

As per Section 7A - 4.5.3.

The National Radiocommunication Commission allows the use of different frequencies as long as they are used exclusively in the context of free flight.

Radio receivers are mandatory for all the pilots. Voice activated microphones (VOX operated) are strictly forbidden. Radio transmitters are permitted.

- Pilots' safety frequency is: 149.390.
- Retrieval frequency is: 149.290.
- Emergency frequency is: 149.190.

It is mandatory to have the radio tuned into the pilots' safety frequency while flying. Using a team frequency is allowed

10. Committees

As per Section 7 Common 4.3.1 and 4.4.2.1

Pilots can apply for the Committees until the end of the official registration.

Pilots of the committees will have priority to enter the take-off area at any time.

Task Advisory Committees

It will include 3 pilots and the FAI Steward.

Safety Committee

It will include 3 pilots

11. Gn Gajah Take Off Area

Foot launch from hill side

Launch will take place on 'Gunung Gajah' TO site

Elevation 1197m sea level

12. Launch

Launch system

Free access through a gate to multiple starting points will be the main launch system in use during this competition.

Ordered launch may be used at the discretion of the MD according to Section 7A 3.3.5

Priority

First task priority will be defined by the rank of participating pilots in the current WPRS ranking. The ranking at the start of the competition will be used as the reference.

Relaunch

As per Section 7A 3.3.9

Competitors will be allowed a single launch only

Wind speed at the take-off

The maximum wind speed in which a task shall be flown is 28 km/h, measured at take-off at man's height. Wind speed will be determined by the Meet Director or Safety Director using their own devices. No other measurement will be considered as official.

Launch may be temporarily suspended if the window has been opened and maximum wind speed has been exceeded. If such a case occurs, suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

13. Penalties

As per Section 7A - 6.

14. Safety issues

Assisting injured pilots

As per Section 7A – 5.5.1

Report back

Report back immediately after landing by Telegram (5 minutes maximum).

Pre-flyers and other flyers

As per Section 7 Common - 8.

Free Flyers won't be allowed to take off from the official launch area 60 minutes before the opening of the window and the 60 minutes after window closing time, except with the permission of the Meet Director.

15. Scoring

Scoring formula parameters will be published at the web site and printed on the information boards.

The GPS map datum is WGS 84 and the coordinate format to be used is UTM.

The primary source of scoring is GPS logs received from the CIVL Flymaster tracking System.

All other instruments that pilot may have (maximum of two) are considered as backups.

Those instruments must comply with the CIVL accepted instruments list, published on the CIVL web site at <https://www.fai.org/page/civl-xc-instrument-accepted>

It is at the discretion of the Meet Director to allow further units to be presented as a source of the track logs.

16. Live Tracker

The organization will provide to all pilots live trackers. Live-trackers are essential for safety and retrieve. They will also be used as the primary source for scoring and to achieve significant media impact.

Every morning, each pilot must pick up his own live-tracker. Picking it up is considered as registering for flying.

Pilots must keep them during the flight, always turned on. They must give them back at the headquarters immediately after they have been retrieved.

Pilots or team leaders thinking that a live-tracker is not working properly must contact the Meet Director, Safety Director or Live-Tracker Manager without delay.

In case of loss or damage of a live-tracker, the pilot will be asked for a \$350 compensation

17. Complaints and protests

As per General Section and Section 7A – Chapter 7.

If provisional results are published before 22:00, the complaint deadline is 08:30 the next day.

If provisional results are published after 22:00, the complaint deadline is 11:00 the next day and at least 4 hours after the publication of the provisional results.

Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day. For the last two competition tasks, protests must be submitted within 1 hour after the result of the complaint is published at the headquarters.

The protest fee is \$100. It will be returned if the protest is upheld

Local regulasi Kejurnas Lintas alam Jarak terbatas

1. Nomor Lomba
 - a. Lintas Alam jarak Terbatas Perorangan PA / PI
 - b. Lintas Alam Jarak Terbatas Beregu PA / PI

2. Peserta
 - a. Peserta dapat terdiri dari :
 - 1) Manajer Team
 - 2) Pelatih
 - 3) Atlet
 - 4) Pendukung team
 - b. Atlet adalah penerbang paralayang yang mewakili Propinsi di sertai dengan surat tugas

3. Komite Tugas
 - a. Anggota Komite Tugas adalah para penerbang paralayang yang diajukan dan disepakati oleh para manajer Team, pada saat setelah selesai technical meeting tanggal 15 Juli 2022
 - b. Jumlah anggota komite tugas maximal 5 orang
 - c. Komite Tugas dipimpin oleh Meet Direktur dan atau safety Officer.
 - d. Komite Tugas dapat meminta informasi dari pihak lain, guna mendapatkan keputusan Tugas yang sempurna.
 - e. Anggota Komite Tugas dapat diganti berdasarkan rapat manager team dan disahkan oleh Teknikal Delegate

4. Validitas
 - a. Keputusan Valid suatu Tugas adalah otoritas Meet Direktur
 - b. Yang dimaksud penerbangan yang sah adalah :
 - 1) Atlet telah didaftarkan oleh Manager team untuk take off pada Tugas tersebut
 - 2) Atlet dan perlengkapannya dalam kondisi layak terbang
 - 3) Telah terbang melingkapi jarak minimum yang ditetapkan oleh komite tugas
 - c. Yang dimaksud atlet layak terbang adalah
 - 1) Atlet hadir dan siap terbang di take off Area
 - 2) Kondisi kesehatan baik
 - 3) Peralatan yang digunakan sesuai dengan syarat dan ketentuan yang ada

5. Mengulang Lepas landas (Relaunch)

- a) Di dalam lomba apabila ada masalah besar yang memaksa seorang atlit untuk mendarat kembali setelah lepas landas, atlit tersebut dapat meminta izin kepada Meet Direktur untuk lepas landas kembali.
- b) dalam tugas jarak terbatas relaunch hanya akan diberikan apabila pilot belum mencapai titik Start atau melakukan start.
- c) Apabila kondisi cuaca lokal kritis, Meet Direktur dapat memutuskan adanya lepas landas kedua bagi semua penerbang

6. Laporan Pendaratan

- a. Seluruh atlit diharuskan melapor kembali kepada Adminstrator Lomba dengan segera setelah mendarat dengan menggunakan telepon atau radio dengan frekuensi yang ditentukan.
- b. Waktu akhir dari pelaporan kembali, diumumkan pada saat pilot briefing. Hal ini penting untuk menghindari pencarian dan pertolongan yang tidak perlu dan para atlit yang tidak mematuhi peraturan ini bisa dikenakan maksimal sanksi pinalti dan atau skorsing.

7. Hasil Penilaian

- a. Proses penilaian hanya menggunakan data GPS
- b. Rumus Penilaian menggunakan GAP sistem
- c. Nilai akhir yang didapat Atlet pada suatu nomor lomba lintas alam adalah komulatif nilai dari semua Tugas yang dinyatakan Valid.
- d. Nilai Untuk nomor lomba beregu putra diambil dari nilai 4 penerbang terbaik dari 7 pilot yang di daftarkan oleh setiap manager team, untuk putri di ambil nilai 2 nilai terbaik dari 3 pilot yang didaftarkan
- e. Nilai Akhir lintas alam beregu pada suatu nomor lomba adalah komulatif dari nilai nilai regu dari setiap tugas.

8. Pemenang

- a. Setiap nomor lomba dietetapkan 3 rangking terbaik Perorangan dan beregu
- b. Jika terjadi nilai sama dilakukan perhitungan agar terjadi serlisih nilai, dengan cara menghilangkan nilai secara bertahap mulai dari nilai tugas terakhir

9. Safety

- a. Batas kecepatan angin 25km/jam
- b. Batas ketinggian 2300m