

Rules of the Fly Chablais Challenge 2024

1- Organisation

1.1 - Event Organizer and Director

The organizer is the Fly Chablais Challenge association (association under the law of 1901). The event director is chosen by the organiser.

1.2 - Jury/Race Committee

The race committee is made up of the race committee, the event director and two pilots (one appointed by the organiser and the other elected by the competitors). This committee will rule in the event of a dispute between competitors, may sanction pilots with a penalty and will validate the distance calculations used to establish the ranking. The Race Committee reserves the right to adapt the rules of the race if it deems it necessary.

1.3 - Flight and Operating Conditions

Pilots are the only ones who make the necessary decisions about the choice of walking routes and flights, and the analysis and anticipation of changing terrain and weather conditions must be a constant concern.

1.4 - Conditions for postponement or cancellation

If the weather forecast proves to be particularly unfavourable, the race committee reserves the right to postpone the start of the race. Similarly, it can neutralize the race for part of the duration of the event. In this case, drivers will be notified via SMS.

2- Pilots

2.1 - General conditions of participation

- Be over 18 years of age
- For FFVL licensed pilots, be the holder of the FFVL competitor card
- For foreign pilots or non-FFVL licensees, hold IPPI5 level, air liability insurance and be in possession of a medical certificate of no contraindication to the practice of paragliding and sport hiking in the mountains in competition for 3 days, dated less than one year compared to the first day of the race

The organization strongly recommends that pilots take out personal accident insurance. This is because competitors do not benefit from any additional insurance apart from their individual coverage. The selection of participants is made on a first-come, first-served basis of complete registration forms (documents + payment).

2.2 - Rules of Racing

The pilot must carry his flight equipment with him at all times (see article 5.1).

The pilot chooses a unique and complete equipment for the three days of the race. In the event of damage and subject to the approval of the jury, the pilot may change it (see article 5.1.2).

The pilot must fly in aerological conditions appropriate to his level of piloting and energy. They are responsible for their choices and agree not to expose themselves physically.

2.3 - Travel rules

The pilot is only allowed to walk and fly, any other form of movement is strictly forbidden (swimming, climbing, etc.).

On foot, only routes authorized for pedestrians can be taken. Itineraries subject to by-laws are prohibited.

2.4 - Flight Rules

Violation of controlled airspace will result in a penalty up to and including immediate disqualification of the pilot.

The pilot must be able to provide a GPS track of all his movements in the air and in flight so that it can be controlled by the organization. Failure to produce a trace or part of a trace may result in penalties ranging from penalty to disqualification of the pilot.

The pilot undertakes to respect the visual flight rules that apply to paragliding in accordance with French laws (**in particular forbidden flight in clouds, etc.**). Failure to comply with these rules constitutes a very serious offence that will result in sanctions ranging from a penalty to the disqualification of the driver.

Compliance **with safety regarding weather conditions, in** particular in the event of precipitation or stormy threats, must imperatively be respected by the pilot, under penalty of sanction up to and including the disqualification of the pilot.

2.5 - Application of Penalties

The Race Committee reserves the right to adjust penalties based on the seriousness of the facts and the underlying intentions.

Any pilot who has been caught or suspected of having cheated may be subject to penalties or, more seriously, disqualification.

A penalty may also be imposed if the jury deems a pilot's conduct to be dangerous for his physical integrity, particularly in his choice to fly in extreme conditions (strong wind, nearby thunderstorm). This penalty may apply during the race or after the tracks have been checked.

3- Assistants

3.1 – Obligations

Each pilot must have an assistant.

A pilot may not change assistants during the race, except after request to the race committee. It is accepted that an assistant can take charge of two pilots throughout the race. The assistant must carry out the tasks described below.

3.2 - Role and missions

The assistant provides logistical support and guides the race strategy of his or her pilot(s). He is not there to carry the mandatory flight equipment specified below. If this is the case, sanctions up to and including disqualification could be imposed on the pilot.

It also serves as a link between the race headquarters and the competitor, it regularly informs the organizer about the status of its driver(s) in order to update the news on the site. He has to go to the meeting points with the organizer and acts as a relay for safety information.

It triggers emergency services if necessary in the event of a pilot's difficulty.

If the pilot need treatment or if certain injuries may be contraindicated with the continuation of the event, it is up to the assistant to contact the safety HQ.

3.3 - Availability of the assistant

The assistant must be reachable 24 hours a day by mobile phone. To communicate with the pilots, the organization contacts the assistant first.

3.4 - Team Media

The assistant or pilot must send the organizer one news item per day. This news can be sent by SMS or email and can be presented in the form of a few lines of information about the pilot (physical condition, desires, thoughts, strategic choices...) and/or photos/video.

4- How to participate

4.1 - Registration procedures

Registration will be done online by following the link available on the website

<https://www.flychablaischallenge.com>

In order to validate the registration, each pilot will have to pay the registration fee in full as well as send us all the requested documents.

The transfer costs will be borne by the pilot.

Pilots will receive an email validating their registration.

The list of registrants will be posted on the Fly Chablais Challenge website and updated regularly.

There is a limited number of places open. Priority will be given to the first complete and validated applications. Beyond that, pilots will be placed on a waiting list in the order of registration (complete file). The organization reserves the right to invite additional pilots. The organization also reserves the right to refuse a pilot if he does not have the qualities required to participate safely in this event.

4.2 - Registration fees

The registration fee of 130 euros includes:

- security management;
- The loan of a live tracker for safety and monitoring during the race.

Non-refund clause: In case of withdrawal from May 15, 2024, the organization will not refund the registration amount unless a medical certificate is provided.

In the event of a refund of the registration fee, regardless of the reason or the date of withdrawal, 10 euros will be retained as an administrative fee.

4.3 - List of registrants

The organizer considers that all pilots registered for the Fly Chablais Challenge participate in the entire event.

4.4 - Disclaimer and image rights

Each pilot must sign the liability waiver provided by the organization.

Pilots authorise the Fly Chablais Challenge to use their image for photos, films, reports, articles, etc. as well as their name for the publication of the results.

4.5 - Safety Scoring

All registered pilots must clock in directly or be clocked in by their assistant, by SMS, no later than 30 minutes after the race has stopped on Friday, Saturday and Sunday. Safety check-in ensures that the organization does not unnecessarily trigger search and rescue.

Failure to score a safety score is a very serious offence that will result in penalties ranging from a penalty to disqualification of the pilot.

Withdrawal or withdrawal procedure: If a pilot wishes to leave the Fly Chablais Challenge, he must immediately inform the organiser, who will remove him from the list of registered drivers or stop his race at his stopping point.

4.6 - Time Limit/Race Time/Night Rest Time/Neutralized Time

The race times will be specified during the briefing.

NOTES: During the night rest period, the pilot is no longer dependent on the race.

When the race is restarted (after Rest Night or Time Neutralized), the pilot must reactivate his Live Tracker and GPS less than 200 m from the last stopping point.

4.7 - Emergency/Emergency Response

As soon as the pilot arrives on the ground, he must IMMEDIATELY fold up his paraglider. A paraglider on the ground that is not gathered or folded means "I NEED RESCUE".

A pilot who flies in the vicinity of a pilot in difficulty must provide assistance to the pilot or notify the event director by any means. The jury will assess the method of compensating for the score of the pilot who has rescued.

In the event of an accident:

Step 1: The rescue will be triggered directly with the emergency services (same procedure as an out-of-race rescue).

Step 2: The pilot or assistant will inform the organizer as soon as possible in order to take appropriate action.

4.8 – Ranking

Each pilot's track must have at least one point in each beacon cylinder.

In the event of non-validation of a beacon on the route, the pilot is returned to the previous beacon to which the distance from the GPS point closest to the unvalidated beacon is added.

The ranking is done in the order of arrival of the pilots. The winning pilot is the one who completes the course the fastest. The time is taken when the pilot arrives within the radius of the arrival beacon, with the addition of possible penalties.

In the event that no pilot completes the entire course, the ranking will be based on the distance remaining to reach the goal. The distance will be taken whether the pilot is on the ground or in the air at the cut-off time.

The permanent provisional ranking will be established taking into account the elements of live tracking. However, given the risk of data loss from the system, all competitors must provide a trace of their GPS for verification of the passage of beacons at the request of the organizer. It is therefore important to either store the tracks in the GPS or unload them into a computer in order to provide at the end of the test all the traces. The pilot chooses the track options according to the memory capacity of the GPS and according to his judgment.

A provisional classification will be established on Sunday 2 June 2024, pending the control of all the pilot's tracks.

4.9 – Doping

Like all other sports disciplines, our activity is subject by French law to the rules of the fight against doping: the use of doping products is strictly prohibited within the framework of specific and justified medical prescriptions.

4.10 - Respect for the environment

Pilots and assistants undertake not to leave any trace of their passage and to respect the environment in which they operate (fauna, flora and soil).

5- Flight Equipment

5.1 - Mandatory equipment during the Fly Chablais Challenge

Competitors have the choice of the equipment used, this choice is placed under their sole responsibility. Flight equipment must be certified.

- Solo glider
- Carrying bag (single)
- Harness

- Emergency parachute
- Paragliding helmet: A helmet to the EN966 standard is recommended, but not mandatory. It is mandatory to wear the helmet during all phases of flight.
- Mobile phone charged and turned on!
- GPS
- Live Tracker (loaned by the organization)
- Survival kit (survival blanket, lamp)

The pilot must have all of this equipment in his possession during the race times. It cannot be worn by anyone other than the driver himself during the race.

The race committee may inspect the driver's equipment at any time.

It is not possible to change flight equipment, except in case of damage to the equipment, with the permission of the race committee.

5.2 - Highly recommended equipment

- Gloves, waterproof jacket, telescopic poles, change of clothes, compass, knife, sunscreen, vario, first aid kit, back protector
- Radio recommended for safety

5.3 - LiveTracker

The use of a Live Tracker module will allow the driver's race to be monitored throughout the event on the Internet. The Live Tracker trace does not constitute proof of the route taken.

Starting, shutting down and recharging the Live Tracker is the responsibility of the pilot.

Improper use of the Live Tracker may result in penalties.

It is the pilot's responsibility to bring an external battery to recharge the live tracker.

In case of damage to the device, the deposit will not be returned.

5.4 – GPS

Each pilot manages the autonomy of his GPS and his batteries.

GPS track: The GPS track in UTM WGS84 format must be provided as a file in ICG format to the organization for proof of the route taken by the pilot.

The GPS track provided must include at least:

- 1 point every minute in the air;
- 1 point every 200 m on the ground.

Each pilot will have to provide the cable corresponding to his equipment for unloading tracks and charging the GPS.

1. Route

6.1 – Route

The route can be done on foot or in flight, passing the markers defined during the briefing by the event director. The route will be chosen according to aesthetic, meteorological and sporting considerations, over a total distance of between 100 and 250 km. Competitors may

visit the Chablais, the Swiss Chablais, the Faucigny, the Giffre and the Chamonix valley. The start and finish of the race will be in Morzine, between the tourist office and the official paragliding landing site.

6.2 – Tags

To be considered passed, the beacons must be crossed, in flight or on foot, within a radius defined during the briefing. The list of checkpoints to be crossed will be given during the drivers' briefing by the event director. Each pilot must be able to enter the GPS coordinates of the beacons into their GPS.