

**Local Regulations for the
10TH FAI EUROPEAN PARAGLIDING CHAMPIONSHIP**

(APPROVED BY THE CIVL BUREAU)



**NIŠ – SERBIA
30th June -12th July 2008**



Organised by the Serbian Aero Club and PC ALBATROS
ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

CONTACTS

- Organising NAC: Aeronautical Union of Serbia, tel. +381 11 3285 107,
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These Local Regulations are to be used in conjunction with the General Section and Section 7 of the FAI Sporting Code.

1. GENERAL

1.1. The purpose of the championship is to provide a good, safe and satisfying flying contest in order to determine the European paragliding champion and to strengthen the friendship among pilots and nations (Section 7, 5.2).

1.2. PROGRAM

Training day:	29 th June, 2008	
Official training task:	30 th June, 2008	
Registration:	29 th June, 2008	(10:00 -19:00)
	30 th June, 2008	(08:00 -17:00)
Opening ceremony:	30 th June, 2008	(19:00)
Mandatory First aid training course and safety meeting:	1 st July	(08:00)
First competition briefing:	1 st July, 2008	(08:30)
Contest flying days:	1 st - 12 th 2008 July	
Prize-giving, closing ceremony:	12 th July 2008	(20:00)

TYPICAL DAILY SCHEDULE

- 08h00 - Headquarters open
- 08h20 - Deadline for protests for the previous day
- 09h00 - Team leader briefing at the main HQ
- 09h30 - Transport to take-off
- 11h00 - Meet Director / Task and Safety Committee meetings
- 11h30 - Pilots' briefing / Previous task official results / Task definition
- 12h00 - Take-off window opens
- 16h00 - Scoring office opens at the main Headquarter
- 18h00 - Safe landing report deadline - as soon as possible, if landing is after deadline, then maximum 30 minutes after landing.
- 21h00 - Scoring office closes
- 21h30 - Provisional results
- 22h00 - Complaints resolution published

Note: this schedule may be subject to change by the Meet Director and must be communicated by all means available and posted on official notice board.

1.3. OFFICIALS

• General Organisation	Ivan Djordjevic
• Meet Director	Srdjan Srdanovic
• Deputy Meet Director	Xavier Murillo
• Safety Director	Milance Djuric
• Health Committee Director	Dr Miroljub Tosic
• Reception Board	Mila Nikolic, Vladimir Vidanovic
• Take-Off Marshall	Nebojsa Stevanovic
• Goal Marshall	Vladimir Vidanovic
• Scorer	Georgi Jordanov
• Transport and Retrieval	Ivica Ristic
• Weather Forecast	Ivan Djordjevic
• Crew Coordinator	Bobi Boncic
• Headquarters Coordinators	Mila Nikolic
• Public and press Relations	Srdjan Srdanovic

Jury President: Vitor Pinto, Portugal

Jury members: Scott Torkelsen, Denmark

Davor Novak, Slovak Republic

Stewards: Leonard Grigorescu, Romania

1.4. ENTRY

The Championship is open to all European countries that are members or associated members of FAI within the European continent.

Entries must be made on the Entry Form that can be uploaded on the competition website (www.eupgserbia2008.com).

All Entries should be made online through the official website (www.eupgserbia2008.com) and preferably by the NAC of the individual countries, however if individual pilots register online, the NAC will still have to give the final ok for these pilots to be registered for the national teams.

After checking the Entry Forms, the organization will send the Team Leader a message to confirm that it has received the Entry Form, along with instructions and bank details to pay the Entry Fees.

The registration of the entries will become effective only after the Entry Fees are paid.

The deadline for receiving the Entry Form is the 1st of May.

The deadline for receiving the payment of the Entry fees is the 10th of May.

1.4.1. Entry Forms with paid fees received after the 10th of May deadline may be refused or accepted with a 10% penalty.

In case of reallocation of pilots by the Selection Committee after the official deadlines, no penalty will be charged.

Pilot qualifications will be final on May the 1st.

1.4.2. The Entry fee will be:

- 450 Euros per pilot,
- 230 Euros for team leaders and/or assistants.

Entry fees from all countries, with the exception of Switzerland, Slovenia and France are to be paid in to the following account:

FAI bank account details:
Crédit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland

Account name Fédération Aéronautique Internationale
Account Number (Euro): 0425-457968-32
IBAN Code: CH31 0483 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A

Payments instructions for other countries will be published on the official website.

The Entry fee includes:

- transport to the take-off and retrieve on the main route for all the registered pilots during all competition days,
- GPS download coordinates,
- competitor and glider identification,
- colour map,
- ID card.
- lunch package, water
- after-task snacks at the goal line (biscuits, juices, fruits)
- competition shirt,
- tickets to all championship events and parties,
- free internet access at the HQ (WiFi),
- access to repair shop for paraglider and harness (the repairs are NOT free)
- GPS control and task scoring
- Emergency rescue and first aid medical service

1.5. INSURANCE

Documentary proof in English or Serbian of insurance covering public liability risk must be presented to the organizers before the start of the championship, as well as a personal accident insurance covering medical assistance and repatriation (S7, 5.14). Serbian insurance company will provide a specific insurance for the pilots who need it (third party liability, extra individual coverage).

2. GENERAL COMPETITION RULES

2.1 REGISTRATION

The official registration date will be on:

- 29th June, 2008 from 10:00 to 19:00
- 30th June, 2008 from 08:00 to 17:00

On arrival, the team leaders and pilots shall report to the Headquarters Registration Office to have their documents checked and to receive any extra information. The end of the official registration period is considered to be the official start of the championship. The following documents are required: (S7B, 5.16)

- a valid passport (or national ID for Serbian pilots),
- a valid FAI Sporting License,
- pilot qualifications,
- proof of payment of Entry fee,
- satisfactory evidence of glider airworthiness and line strength certificate
- Certificate of Insurance as detailed on paragraph 1.5

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 Nis and at home).

Attention!

The first aid training course and safety meeting which will take part in Main HQ on the 1st July, 2008 at 08:00 is mandatory. Pilots who do not come to this meeting will not be allowed into the competition.

2.2. SELECTION PROCEDURES

The minimum requirements for a pilot to enter this Championship is either:

- being ranked in the top 1000 of the current WPRS.
- The WPRS taken into account will be the one available on the 1st of March 2008 at <http://www.fai.org/paragliding/rankings/>
- having flown 2 flights over 70 km, or 2 flights with a goal at over 60 km in a FAI sanctioned competition.

These flights must be submitted to the Selection Committee.

The criteria will be the WPRS ranking on the 1st of March 2008.

Basic nations allocation

3 pilots of any gender + one female pilot.

Re-allocation procedure

If places are left unfilled after 30th March 2008 further places will be allocated to nations in order from the top ranked nation in the WPRS on 1st March down to

the last ranked nation; if any places are still available the process will start at the top again and continue until a maximum of 6 pilots per team is reached or until 30th May 2008, whichever is the sooner. If any places are still left unfilled on 30th May 2008 entries will be accepted from suitably qualified pilots from other continental regions. Such entries will be accepted in WPRS order with one female pilot accepted for every 4 males accepted. The registration deadline will be 15th June 2008.

3. REST DAY (Section 7B, 2.22)

After 6 consecutive flying days there will be one rest day, unless it is the last day of the competition.

4. COMPLAINTS AND PROTESTS

A complaint may be made to the meeting director or his deputy by the team leader in writing, to request a correction. It should be made at the latest 2 hours after publication of the provisional results. It will be dealt with expeditiously.

If the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Director or his Deputy.

The time limit for submitting protests is 8 hours after the outcome of the complaint is announced, except for the last contest task, when the time limit is 1 hour after provisional results are published for complaints and 2 hours for protests. The protest fee is 30 EUR. It will be returned if the protest is upheld (S7B, 5.4.5).

5. TAKE-OFF METHODS

Foot launch from hill site

Main take off – Relay, GPS-Coo. N 43° 21. 4 E 022° 05.5. altitude 1020m ASL, height above valley 550 – 700m. covered with grass and stones, slope 20 - 30°, S, SE, SW exposure. Big enough for simultaneous starting. Suitable winds from 120° - 140° (The most frequent winds come from the west quadrant with average strength 4,5m/sec with frequency of 42%; -The south winds have the average strength of 3.8 m/sec and frequency is 8%; -The east wind has the average strength of 6.8 m/sec and frequency is 8%.) several windsocks, no ramps, big enough rigging area. No power lines, no cables or other hazards. There is helicopter landing place 150m from take off and plenty space for parking official and visitors' cars. There is water and shade under the sun shelters and telephone.

Fakir's Take Off is 500m away from the central take off to the NW. It is 960m asl, grassy. It is possible to take off to W from one side, and to N from the other side. SW wind is not recommended because it produces horizontal rotors. Capacity is up to 10 gliders to W and 20 gliders to N. Simultaneous starts possible for 2 gliders to W and 3 to N.

Others appropriate sites may be used by the Meet Director, after consultation with the Steward.

5.1 ORDERED LAUNCH

If necessary, an ordered launch method will be used.

**First competition days:*

The priority at take off will be based on the current WPRS. 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.

5.2. TAKE-OFF AREA

During the competition, the take-off area will be reserved for the pilots, the media and identified staff personnel. The public in general will be kept in a specific area.

6. RADIO TRANSCEIVERS

It is mandatory that every pilot has a functional radio using the competition frequency.

Radio transmitters are permitted for communication between competitors, drivers and team leaders and between them and the organizers. Only frequencies allocated by the organizers and allowed by the Serbian law may be used.

For safety reasons it is mandatory that one pilot or team leader monitors the safety frequency for his team at all times during the competition task.

FREQUENCIES

Safety frequency is 145.425 MHz.

Retrieval frequency is 145.500 MHz.

Voice activated microphones (VOX operated) are not allowed.

At the registration, each team - must communicate frequency to the organizers.

The use of mobile telephones for retrievals and landing reports is highly recommended.

7. RETAKE-OFF AND TAKE-OFF LANDING

At all launches a competitor will be allowed to re-launch to attempt the task within the stated take-off period if the reason is safety related. If the pilot has already taken off, the first launch time will be taken as his departure time.

Retake-off for other reasons is possible only at Fakir Take Off. One re-launch will be allowed only for pilots driven back with official transport and that info will be announced during the task setting.

The pilot must report to the Take-off Marshall before a second launch. The Take-off Marshall will be monitoring a queue system.

8. TASK PERIOD

The task board at take-off will show:

- the time the take-off window opens and closes,
- the time the start gate opens,
- any modification of the take-off window and start gate times,
- the start cylinder radius,
- the turn points,
- the task deadline,
- the ultimate landing report time.

The minimum period of time that the launch window must remain open for the day to be considered valid is 30secs / pilot / possibility of take off.

9. MAXIMUM WIND SPEED

No task will be set with an average wind speed above **7 m/s** at launch. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

10. SCORING

10.1 For scoring, the Race 6.2 scoring program will be used and scoring formula will be GAP 2002. Flight verification will be done by Compe GPS software.

GAP Parameters:

- Percentage at goal: 10 %,
- Minimum distance: 5 km.
- Nominal distance: 25 km.
- Nominal time: 1h30min

Pilots finishing speed section but not reaching goal get 80% of their speed points.

10.2 GPS track log evidence is the only way to verify and provide data for flights. The track logs of two or more GPS units together may be used to provide a required track log. To be considered valid, the GPS track log has to comply

with the current requirements in Section 7B of the FAI Sporting Code, chapter 16

- 10.3** Each pilot must, as a minimum, fly with one 3D GPS device. Only types of GPS devices that are supported by Compe GPS competition version 6.1b will be accepted.
- 10.4** A pilot who lands (or limits his flight) to assist another pilot in distress will be scored for the day. This score will be decided by the competition director taking in account what the pilot could have done and according to his previous position in the ranking.
- 10.5** Pilots leaving before the start gate opened, are awarded minimum distance points.
- 10.6** Pilots must fill in landing and safety forms after each flight to receive valid scores for the day.
- 10.7** The team score is calculated as the daily sum of the scores of the three nominated pilots in each task
- 10.8** For safety reasons, the Meet Director or the Safety Director may stop the task while it is running. The task should be considered as valid and the competitor's scores will be determined from their GPS track log position at the time the task was stopped if it is a race to goal and a minimum of one pilot is in goal (Section 7B, 2.18.7.4)
- 10.9** The Meet Director has the power to stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety.

11. PENALTIES

Penalties for rule violations other than what is already in S7B will be announced at the Team Leader briefing by the Meet Director.

·Cloud flying (2.20.6):

1st offence - zero for the day

2nd offence - expelled from the competition

· Wrong turn direction:

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

· Dangerous and aggressive flying

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

· Aerobatics after reaching the goal line:

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

· Top Landing after the launch window is open

1st offence – 100 points then doubling for every offence after that.

• **Failure to report back:**

1st offence - zero for the day.

Subsequent offence – expulsion from the competition.

• **Too much ballast (2.20.8):**

1st offence – 100 points

2nd offence – zero points for the task

3rd offence – expulsion from the competition

12. THERMALLING

12.1. All pilots must read, understand and follow Chapter 17 in Section 7B, Thermalling Rules and Techniques

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

13. NUMBERS

The numbers supplied by the organisers shall be placed under the centre of the wing, top towards the leading edge. World Cup numbers will be accepted – other numbers will be given at the registration.

14. GOAL PROCEDURE

The goal will be either

-A virtual line 200 m each side of the centre of the physical line (50m)

-A cylinder 1000m from the goal coordinates for speed section and a 400m cylinder or a line for goal.

Physical line : Pilots must fly further than the physical line or at least land on it. Times are measured by GPS and also by goal marshals for the top 10 pilots in case of a race to goal (only to update the results in case of errors, e.g. wrong arrival order).

The crossing of the goal line on each side is controlled by GPS.

Cylinder : Time is taken at the crossing of the cylinder .