



## Local Regulations

### **13<sup>th</sup> FAI EUROPEAN PARAGLIDING CHAMPIONSHIP**

**3<sup>rd</sup> – 16<sup>th</sup> August 2014, Kopaonik – Raska, Serbia**

Approved by the CIVL Bureau

Organized by:

**AERONAUTICAL UNION OF SERBIA**

On Behalf of The Federation Aeronatique Internationale (FAI)

These local regulations are to be used in conjunction with **General Section** and **Section 7B** of the **FAI Sporting Code**.

## 1. General

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the FAI European Paragliding Champions and to reinforce friendship among pilots and nations.

## 2. Contacts & Officials

- Organizing NAC:

Aeronautical Union of Serbia  
Address: 11000, Belgrade, Serbia  
Tel: +381 3285107  
Contact: Zeljko Ovuka  
E-mail: [ovuka@vss.rs](mailto:ovuka@vss.rs) ; [sport@vss.rs](mailto:sport@vss.rs)  
Web site: [www.vss.rswww.airtribune.com](http://www.vss.rswww.airtribune.com)

- General organizer:

Aeronautical Union of Serbia  
Address: 11000, Belgrade, Serbia  
Tel: +381 3285107  
Contact: Zeljko Ovuka  
E-mail: [ovuka@vss.rs](mailto:ovuka@vss.rs) ; [sport@vss.rs](mailto:sport@vss.rs)  
Web site: [www.vss.rswww.airtribune.com](http://www.vss.rswww.airtribune.com)

Official website and registration:

[www.airtribune.com](http://www.airtribune.com)

- Main Organizer
- Meet Director
- Safety Director & FAI coordination
- Rescue Coordinator
- Transport and Retrieval
- Social Events Coordinator
- Scorer
- Livetracking coordinator
- Weather Forecast
- Headquarters Coordinators
- Take-Off Marshall
- Goal Marshall
- Public and Press Relations
- Photograph&Video&Design

NAC Serbia - Zeljko Ovuka  
Zoran Petrovic - Gugi  
PredragDudic  
BojanDragutinovic  
ZivoradGlisovic  
Zoran Nikolic  
Srdjan Stanojevic  
Airtribune  
Zoran Petrovic  
Svetlana Dragicevic  
SlavkoLazarevic  
UzurBranko  
Milica Kljajic/Svetlana Dragicevic  
Ivan Mihajlovic

- FAI Steward
- FAI Assistant Steward
- FAI Jury president
- FAI Jury member
- FAI Jury member

Nicky Moss (GBR)  
Nikolay Yotov (BUL)  
Vitor Pinto (PRT)  
Stephane Malbos (FRA)  
Peter Brandlehner (AUT)

### 3. Program

#### Event program

Official Registration and equipment inspection:	Sunday, 3 <sup>rd</sup> August, (09:00 - 17:00)
Mandatory Safety Briefing:	Sunday, 3 <sup>rd</sup> August, (17:30 - 18:30)
Team Leader Briefing:	Sunday, 3 <sup>rd</sup> August, (18:30 - 19:30)
Opening ceremony:	Sunday, 3 <sup>rd</sup> August, (starts 20:30)
Official training day:	Monday, 4 <sup>th</sup> August
Contest flying days:	Tuesday 5 <sup>th</sup> - Saturday 16 <sup>th</sup> August
Prize-giving and Closing ceremony:	Saturday, 16 <sup>th</sup> August

#### Typical Daily Schedule

- 08:00 - Headquarters open
- 08:30 - Deadline for protests of the previous day
- 09:00 - Team leader briefing
- 09:30 - Transportation to Take off
- 11:00 - Meet Director / Task and Safety Committee meetings
- 11:15 - Pilots' briefing / Previous task official results / Task definition
- 12:30 - Take-off window opens
- 16:30 - Scoring office opens
- 18:30 - Safe landing report deadline
- 21:30 - Scoring office closes
- 22:00 - Provisional results
- 23:00 - Complaints resolution published

*The daily 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.*

### 4. Entry

#### The limits

- The maximum number of pilots in the championship is 150.
- The maximum number of pilots that may be entered by a NAC is 15 total and 13 of one gender.
- The maximum number of pilots constituting a national team is 5 total and 4 of one gender.

## Selection Procedures

4.1. The nation priority table will be set according to the WPRS April 2014 nation ranking published on 1<sup>st</sup> May 2014. All allocations will be done based on that table. The table will be published on the official web site no later than 10<sup>th</sup> May 2014.

4.2. All applications made through the official web site must be made by the NAC or their official representative starting from 1<sup>st</sup> May 2014. The entry deadline will be 1<sup>st</sup> June 2014.

4.3. Pilot qualification criteria for the Championship is:

The reference ranking is April 2014 ranking published on 1<sup>st</sup> May 2014. Therefore the rankings to be used will be May 2012 to April 2014 inclusive, a pilot has to have either:

- Ranked in the top 400 European WPRS. For non European guests, ranked in the top 400 World WPRS(should be confirmed on CIVL Plenary Feb 2014 – changing in S7B)

or

- scored a minimum of 45 WPRS points in any single FAI sanctioned event

Pilot qualifications will be checked at 6<sup>th</sup> June 2014. Applications from unqualified pilots will be disregarded.

4.4. First allocation round will be made immediately after the pilot qualification check. First pass will allocate to each team a maximum of 1 male and 1 female pilot. Subsequent passes will allocate to each team another pilot in sequence according to the nation priority table until a total of 150 pilots are reached or no more applications are left.

4.5. Results from the first allocation round will be published on the official web site and the entry fee payment process will start. The deadline for payments will be 30<sup>th</sup> June 2014.

4.6. After the payment deadline the team allocation table will be updated. Any unpaid places will be re-allocated in the second round, which will be run until a total of 150 pilots are reached or no more applications are left.

4.7. The deadline for final allocation of European continental pilots is 6<sup>th</sup> June. No further allocation will be done after 30<sup>th</sup> June 2014. The deadline for the second payment will be 15<sup>th</sup> July 2014.

## Entry Fee

The Entry fee will be:

- 395 Euros per pilot.
- 250 Euros per team leader.
- Team leaders who are also pilots in the competition will pay only pilot entry fee.

Entry fees for the top 3 nations only according to May 2014 WPRS are to be paid in to the following account (Please indicate the payment to be entry fee for PG European and the paying NAC):

FAI CIVL 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): 0425-457968-32-6  
IBAN Code: CH63 0483 5045 7968 3200 6  
SWIFT/BIC Code: CRESCHZZ80A

**All other entry fees** are to be paid to following bank account (Please indicate CIVL IDs of the pilots you are paying for!):

*Banca Intesa AD Beograd  
Milentija Popovica 7B  
Beograd, Republika Srbija*

*In favor of:  
Vazduhoplovnisavez Srbije  
Uzun Mirkova 4/1, Beograd, Republic of Serbia  
Account Number (IBAN): RS35160005080001900925  
Bank code (BIC): DBDBRSBG*

The Entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days,
- Emergency rescue and first aid medical service
- Upload of turn-point's GPS coordinates
- GPS track-log download,
- Competitor and glider identification
- Color map
- ID card & safety/contact information,
- Lunch package, water,
- competition's souvenirs,
- Free access to all championship events and parties,
- Free internet (Wi-Fi) access at the HQ and Scoring Point,

- Live tracking service

## Refund policy

In the event of pilot withdrawing from the competition before 20<sup>th</sup> July 2014 and who cannot be replaced by a qualified pilot from that nation, a full refund will be offered. Cancellations received after this date will not be eligible for refund except at organizers discretion.

## 5. Insurance

The organizers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum **€100'000 (one hundred thousand )** must be presented to the organizers before the start of the championship.
- Valid paragliding competitions personal accident insurance. This must include repatriation to the country of origin, medical evacuation (helicopter) of minimum **€10'000** (ten thousand) and medical treatment of minimum **€10'000 (ten thousand)** if necessary.

*The organizer will offer insurance for competitors at the competition.*

## 6. Registration

Pre-registration of the pilots and teams must be done at the official web site:  
[www.airtribune.com](http://www.airtribune.com)

The official registration will be on Sunday, 3<sup>rd</sup> August, (09:00-17:00) at HQ. Entry Forms will be completed during the registration.

Each competitor will be requested to present:

- Proof of his/her Identity and Nationality.
- The competitors valid FAI Sporting License.
- Satisfactory evidence of glider airworthiness.
- Certificate of insurance as detailed.
- GPS and suitable cable for it.

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability).
- The Certified Glider Statement.
- The Entry Form.
- Pilot Experience Form.

### Attention!

The Safety briefing that will take part in the Competition headquarters on Saturday, 3<sup>rd</sup> August, (17:30) is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

## 7. Equipment

All pilots must fly with certified glider, helmet, rescue parachute and radio.

**Only certified gliders** are allowed to fly in the Competition according EN 926 or LTF 91/09. It is not permitted to modify the glider in any way different than allowed modifications described in the glider's manual. Pilot must fly in homologated weight range.

Gliders will be checked after a complaint. In addition the meet director can request that any pilot be checked. Pilot must give his glider for checking or comparing immediately upon any such request.

Two checking methods are possible:

- Comparison with other gliders of the same model and size.
- Measurement according to the parameters described by the manufacturer.

### Weight control

- The organizer will provide a weight measurement scale.
- Pilots' nominal weight will be checked at the event registration.
- Pilots may volunteer to check their weight (at registration and at take-off).
- The pilots may be checked before taking off or after landing, if there is any doubt, their nominal weight will be checked again immediately.
- If their all-up weight is out of their glider's weight range, they will be penalized without tolerance on the measurement.
- If they are carrying over 33 kg of equipment, including ballast, they will be penalized without tolerance on the measurement.

All pilots in Category 1 events must fly with a **certified harness** to EN1651, LTF03 or LTF09. The harness must be equipped with a back protector certified to LTF09 or LTF03

All pilots must wear **certified helmets** to EN966 when flying.

All pilots must have serviceable rescue parachute when flying in accordance with S7B 2.18.4



## 8. Radios

- Radio receivers are mandatory for all pilots.
- Radio transmitters are permitted.
- Only frequencies allocated by the organizers may be used.
- Safety frequency is 146.675 MHz.
- Retrieval frequency is 145.500 MHz.
- Other available frequencies will be advised at the first briefing.
- Voice activated microphones (VOX operated) are strictly forbidden.

The use of mobile telephones for landing reports and retrievals is highly recommended. All pilots must stay in contact with the organizer at all times during the task, through the safety frequency.

## 9. Contest numbers

The numbers supplied by the organizers must be placed under the center of the wing, top towards the leading edge. All contest numbers must be minimum 40 cm high and with line thickness minimum 40 mm.

It is not allowed to have a second number on the glider beside the official competition number.

## 10. Rescue and medical service

A first aid team will be present at take-off and landing.

It will include a Doctor specialized in emergency and mountain rescue. Emergency equipment will be available.

The Doctor will be able to contact the National First Aid Service at any time. The NFAS can, if needed, send a fully equipped helicopter and/or ambulance.

## 11. Flying sites

### Main take-offs:

#### **Jadovnik altitude 1560m ASL**

Height above valley is 700-900m.

Covered with grass, slope 20° - 35°,

S, SSE, SW, WSW exposure.

Big enough for simultaneous taking-off of 150 pilots.

No power lines, no cables or any other hazards.

There is a helicopter landing place 200m from take-off and a lot of space for parking official and visitors' cars.

There is water and shadow under the sun shelters and wood, as well as mobile toilets.

**Kokorovac altitude 1330m ASL**

Height above valley is 700m

Covered with grass, slope 20° - 30°

W, NW, N, NE exposure

Big enough for simultaneous taking-off of 20 pilots

Helicopter landing place is in Josanickabanja (in valley 3,5km away from take-off)

There is water and shadow under the sun shelters and wood

**Orlovestene altitude 1740m ASL**

Height above valley is 750m

Covered with grass, slope 20° - 30°

E, ENE exposure

Big enough for simultaneous taking-off for 10 pilots

No power lines, no cables or other hazards

There is a helicopter landing place 200m from take-off and a lot of space for parking

official and visitors' cars

There is water and shadow under the sun shelters.

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

**12. Take-off area**

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

**13. Launch**

If necessary, an ordered launch method will be used.

First Task: The priority at take-off will be based on the current WPRS.

**Re-Take-off**

A competitor will be allowed one take-off.

A failed take-off attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.

In case of technical problem a pilot can ask permission from the Meet Director to land and retake-off again.

The pilot must report to the Take-off Marshall before a second launch.

**14. Free flyers**

Free flyers won't be allowed to take-off from 10 minutes before the opening of the window and the window closing time, except with the permission of the Meet Director. Official wind-

dummies will take-off by team leaders request to the Meet Director and may not fly the task route.

## **15. Task Advisory Committee and Safety Committee**

The Task Advisory Committee will include 2 pilots and the FAI Steward.

The Safety Committee will include 3 pilots.

Pilots of both committees will be elected at the first Team Leader Meeting.

## **16. Task Information**

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 with their radii,
- the task deadline,
- the ultimate landing report time,
- QNH,
- turn direction of the day,

## **17. 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.

## **18. Flying the task**

The take-off window will be open for at least 60 minutes.

Cylinders will be used as start sector. The start cylinders radius and type of start ("Enter" or "Exit") will be shown on the task board.

All turn-points will be cylinders around the GPS coordinates supplied by the organizers. Cylinder radius will be shown on the task board.

## **19. Flight safety**

Dangerous flying conduct, including cloud flying, is prohibited and will be penalized.

A notebook will be available in main Headquarters. Pilots who witness a dangerous flying conduct will use the notebook to report it. There will be Air Marshals in the air looking for dangerous flyers and cloud flying.

## **20. Stopping of a task**

The Meet Director and Safety Director may stop a task according to Section 7 (2.6.2.2 and 2.20.7).

Stopping of task will be announced on the Safety frequency.

All pilots are then requested to pull in "big ears" to signal to one another that the task is finished.

End time of the stopped task will be decided by the Meet Director and it will be at least 10 minutes before the announcement.

Task will be valid if it was flown more than  $\frac{1}{2}$  of GAP Nominal Time.

For stopped Clock Start or Elapsed Time Races the time window available from the last pilot starting is considered for scoring. This means that if the last pilot started then flew for, for example, 75 minutes until the task was stopped, all tracks are only scored for the first 75 minutes each pilot flew after taking the start. If this time is less than  $\frac{1}{2}$  the nominal time, the task will not be scored.

## **21. Rest day**

After 6 flying days there will be one rest day, unless it is the last day of the competition (Section 7b, 2.22).

## 22. Scoring

All pilots in the championship compete against each other for the title FAI World Paragliding Champion. Only pilots in national teams compete for the Nation Champion title.

For scoring, the GAP 2014 (it may still be 2013 if there are no more revisions) formula will be used in combination with the FS scoring software. Scoring formula parameters will be published at the web site and printed on the information boards.

A pilot who lands to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case.

## 24. Penalties

Dangerous flying:

- 1<sup>st</sup> offence – 100 points.
- 2<sup>nd</sup> and subsequent offences – 500 points.

Cloud flying:

- 1<sup>st</sup> offence – 0 points for the day.
- 2<sup>nd</sup> offence – disqualification from the competition.

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who fly into clouds will incur a penalty for the day or be expelled from the event. A pilot is deemed to have flown into a cloud if he/she is:

1. Observed by a meet official or by a nearby air marshal going into and disappearing into a cloud, and/or:
2. If 2 pilots witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing, and if barograph or 3D GPS traces from the accused show the accused significantly above nearby pilots at the time of the incident, and/or:
3. The meet director at his discretion observes GPS track log data which proves to him that a pilot was cloud flying.

It is mandatory for all competitors to fly with a recording barograph or 3D GPS. Witnesses should press Mark/Enter when they witness a pilot going into a cloud. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.

It is recommended that a pilot sucked into cloud who did not have the intention of gaining an illegal advantage should descend safely and fly to a safe position near the course line until the extra height gained is lost by means of big ears or other methods before continuing on course so that other pilots can see it had not been intended to gain an advantage.

Modified glider:

1<sup>st</sup> offence – 100 points for the day.

2<sup>nd</sup> offence – disqualification from the competition.

## **25. Complaints and protests**

### **Complaints**

Complaints for each task must be submitted at the latest 2 hours after the publication of the provisional results and will be dealt as soon as possible. For the last competition task the complaints must be submitted at the latest 1 hour after the publication of the provisional results.

### **Protests**

Protests must be submitted at the latest 12 hours after the result of the complaint is published at the main Headquarters.

For the last competition task, protests must be addressed at the latest 1 hour after the result of the complaint is published at the main Headquarters.

The Protest fee is €50. It will be returned if the protest is upheld.

## CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class ... glider .....(made) ..... (model) I will fly in the 13th European Paragliding Championship 2014, from 3<sup>rd</sup> to 16<sup>th</sup> of August is EN 926 certified. Furthermore I declare that it is in certified configuration and I undertake not to alter this configuration. I understand that I am the sole individual responsible for the integrity of my glider.

Signed on this date: \_\_\_\_\_

Signature of Participant / \_\_\_\_\_ / \_\_\_\_\_ /  
Printed name of Participant

Address of Participant \_\_\_\_\_

Signature of Witness / \_\_\_\_\_ / \_\_\_\_\_ /  
Printed name of Witness

Address of Witness: \_\_\_\_\_

## RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights :

1. I am a participant in the 13th European Paragliding Championship 2014 held at Kopaonik, Serbia from 3<sup>rd</sup> to 16<sup>th</sup> of August 2014 (collectively, the "Competition"). I acknowledge that participating in the Competition or any other activity related there to (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Competition or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:.....)
2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organizers, the Aeronautical Union of Serbia, the property owners of the operation areas (including launch and landing areas), the Federation AéronautiqueInternationale and its Commission Internationale de volLibre, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:.....)
3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of Serbia. I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall be in Serbian courts and such courts have personal jurisdiction. (Initials:.....)
4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law. (Initials:.....)

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTSAND I SIGN IT OF MY OWN FREE WILL.

Signed on this date: \_\_\_\_\_

Signature of Participant / \_\_\_\_\_ / \_\_\_\_\_ /  
Printed name of Participant

Address of Participant \_\_\_\_\_



## ALTITUDE VERIFICATION

### Introduction

For the purposes of altitude verification, the scorers will group GPS instruments into three broad categories:

**Group 1:** Instruments incorporating a pressure sensor to be able to record and/or display barometric altitude. (Some may also display GPS altitude)

**Group 2:** Instruments recording only GPS altitude

**Group 3:** Instruments (primarily Garmins) that incorporate a pressure sensor, such that the recorded altitude is a continuous updated combination of GPS height and barometric altitude. Pilots should be aware of which altitude(s) each of his GPS units records and displays. Note that in some instruments there will be a difference between the pressure altitude height and the height displayed in flight. This can be up to 200 to 300m on a high-pressure, hot day.

### GPS set-up

**Group 1:** All the barometric instruments should be set at the task briefing, either with the predicted QNH for the day or with the take-off height (which then calculates the QNH automatically), displayed on the task board. It is highly recommended to set alti2 (if available) to QNE (1013.25hPa).

**Group 2:** No special set-up. Pilots flying with GPS-only altitude units should be aware that there can be a difference between barometric and GPS altitude of up to 200 to 300m.

**Group 3:** The auto-calibrate function must be switched off. And the unit must be calibrated to launch height or QNH taken from the task board. Note: Restricted airspace will be indicated on maps provided.

### Verification by Scorers (Using FSflight, SeeYou or CompeGPS)

To verify infractions of competition altitude limits, track log altitude data will be standardized using standard barometric altitude (Pressure Altitude) of 1013.25hPa.

**Group 1:** Typically, all the Flytec/Brauniger instruments (Group 1) will download correctly and the Pressure Altitude will be recorded in the kml and igc track log. Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers ( $1013.25 - \text{QNH} * 27\text{ft/hPa}$ ) to derive the actual (standardized) flight altitude.

**Group 2:** Pilots with instruments recording GPS-only altitude: The difference between the GPS altitude and the pressure altitude will be derived by referencing track(s) from an instrument used on that task that gives both measures (egCompeo+/6030). The pilot's GPS altitude will be adjusted using this difference. For some units, the scorers may have to factor in the ellipsoid/geoid difference as well.

**Group 3:** Due to the nature of these instruments, it is essential that the auto-calibrate function is switched off, thereby recording true barometric altitude. They will be treated the same as Group 1 instruments. It is recommended that pilots flying with an instrument in this group, fly with a back-up GPS from another group. Pilots flying with only Garmins are likely to be subject to greater scrutiny and more frequent altitude checks.

Note: Restricted airspace will be indicated on maps provided.