



**14th FAI European Paragliding Championship
8th to 20th August 2016
Krushevo, FYR of Macedonia**

Local Regulations

Official (February 9, 2016)

**Organized by the:
Paraglajding Klub Delta Prilep**

**On behalf of the:
Vozduhoplovna Federacija Na Makedonija**

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

- General Section of the FAI Sporting Code.
- Section 7B of the FAI Sporting Code.
- CIVL Competition Class (CCC) – Paragliders permitted in FAI Category 1 Cross country events.
- CIVL GAP – Centralized cross-country competition scoring for hang gliding and paragliding.

Organizers and pilots should be aware that a reorganization of Section 7 is under way and that significant modifications might apply to the championship.

Updating of these local regulations will be published early March 2016 if appropriate.

1 - Contacts

Organizing NAC

Vozduhoplovna Federacija na Makedonija – Miroslav Krleza 1, 1000 Skopje.

Phone: +389 2 3129090 +389 2 3116382

Email: office@vfm.org.mk

Competition organizers

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Dimiskovski Goran

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Official website: airtribune.com/europg2016

2 - Officials

Event organizer:	Goran Dimiskovski Martin Jovanovski
Meet director:	Goran Dimiskovski
Safety director:	Mile Jovanovski
Rescue coordinator:	Dragan Jankovski Mile Jovanovski
Live Tracking coordinator:	Dragan Jankovski
Weather forecast:	Martin Jovanovski Goran Dimiskovski
Transport and Retrieval:	Dragan Jankovski
Scorer:	Stanislav Valchev
Doctor:	To be appointed on daily basis
Headquarters Coordinator:	Belma Hodza
Host/Hostess:	Hotel Montana Staff
Take-Off Marshal:	Mile Jovanovski
Goal Marshal:	Jane Markoski
Air Marshals:	To be appointed at the General Briefing

Public and Press Relations: SignUp – Digital Marketing Agency
Photographs, videos: SignUp – Digital Marketing Agency
Social events: SignUp – Digital Marketing Agency
FAI Steward: Nikolay Yotov (BUL)
FAI Jury President: Stephane Malbos (FRA)
FAI Jury Members: Jamie Shelden (USA)
Giovani Vitola (GUA)

3 - Programme

Practice Period: 8th of August, 10h00 – 16h00
Official Registration: 8th of August, 9h00 – 18h00
Competition Headquarters
Mandatory Safety Briefing: 8th of August, 18h20 – 19h20
Hotel Montana Congress Hall
Opening ceremony/Parade: 8th of August, 19h30 pm
Welcome Food and drinks: 8th of August, 21h00
Official training day: 9th of August
1st Team leader meeting: 9th of August, 18h00 – 19h00
Hotel Montana Congress Hall
Contest flying days: 10th of August to 20th of August
(maximum of 10 competition tasks, 1 mandatory rest day)
Prize-giving & Closing Ceremony: 20th of August, 21h00
Krushevo Main Square or Montana Hotel
(depending on weather conditions)

The programme is subject to change with CIVL approval. Any changes before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing and posted on the official board at headquarters.

Daily schedule

On training and competition days:

8h30: Headquarters open
8h45: Team Leader meeting
9h30: Transportation to take off
10h15: Task and Safety Committee meetings
11h15: Pilot briefing/Task briefing
12h00: Take-off window opens (depending on the actual weather conditions)
16h00: Scoring office opens
21h00: Provisional results (depending on the last pilot being retrieved)

The daily schedule is subject to change.

Any changes to the schedule before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leader's briefing.

4 - Entry

The maximum number of pilots in the championship is 150.

The maximum number of pilots that may be entered by a NAC is 20, maximum 18 of the same gender.

The maximum number of pilots constituting a national team is 6 total and 5 of one gender.

Pilots from other continents

If any spots remain available after the reallocation process is finished for European pilots, organizers may allocate spots to suitable pilots from other continents. Such pilots will have to fit the general qualification criteria of the meet.

Pilots will be allocated in the WPRS order with one woman pilot accepted for every 4 men selected.

See 'Allocation' for details.

5 - Eligibility to compete

The ranking reference date for qualification criteria, nation priority table and allocation is April 2016 ranking published on May 1st, 2016.

On May 1st 2016 or in the 24 months before, a pilot has to have either ranked in the top 500 in the European WPRS or scored a minimum of 20 WPRS points in any single FAI sanctioned event.

Exceptions to pilot qualification requirements

As per Section 7.

6 - Application to compete

Applications for European and non-European pilots alike must be made through the following web: airtribune.com/europg2016 starting from February 15 and finishing on May 8.

NAC's are invited to submit applications for pilots in high enough numbers, so they can be included in case of extra allocation rounds.

A Screening Committee has been appointed, consisting of:

Claudia Mejia de la Pava (COL), Martin Scheel (SWI) and Adrian Thomas (GBR).

It will:

- Check that entries accepted by the organizer meet eligibility to compete criteria.
- Accept and check applications for exemptions.
- Check that the allocation process is done according to the rules.

7 - Allocation and payments

Allocation will be done according to Section 7.

The first allocation round will be made on May 9 until a total of 150 pilots is reached or no more application of European pilots remain.

If any spots remain, they will be allocated to non-European pilots.

Results will be published on the official website on May 9.

The entry fee payment process will start on May 10.

Confirmation of payment transfers must be sent to the organizers by email before June 7.

Applications with fees paid not received or confirmed by the deadline will be refused.

On June 8, unpaid or open spots will be reallocated. The allocation will be made until a total of 150 pilots is reached or no more application of European pilots remain.

If any spot remain, they will be allocated to non-European pilots.

Results will be published on the official website on June 9.

The deadline for the final payment will be 15th of July, 2016.

For any late payment, a supplementary fee of 50 euro will be applied.

Between the 9th of June and the beginning of the competition, if any spot becomes open because of cancellation or for any reason, the spot will be offered:

– First to a European pilot of the same NAC.

- Second to a European pilot of another NAC (in the order of the WPRS nation ranking, starting where the second allocation round finished).
- Third, to a non-European pilot.

8 - Entry Fee

The Entry fee will be:

450, 00 € per pilot.

250, 00 € per team leader/assistant.

Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:

- Colour map of task areas showing take-off, turn points, landing fields and restricted airspace and areas, with clearly visible grid matching the GPS coordinates used for the competition.
- ID card & safety/contact information.
- Contest numbers.
- Transport to take off and retrieve on the main roads for all competition days. Retrieve from previously announced landing, at a specific time, on the official training day.
- Upload of turn-points with GPS coordinates.
- GPS track-log download.
- Live Tracking.
- Daily snack package
- Competition souvenirs.
- Free access to all championship events and parties.
- Free internet (Wi-Fi) access at the HQ.
- First aid medical service.

Entry fees for France is: to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH - 1002 Lausanne

Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for the 14th FAI European Paragliding Championship and state the member NAC.

All other entry fees are to be paid to following bank account:

Instructions de paiement

Bénéficiaire	Goran Dimiskovski Chemin de la Fléchère 13 1255 Veyrier Suisse
IBAN	CH35 8018 7000 0243 4493 2
Banque du bénéficiaire	Banque Raiffeisen du Salève société coopérative Case postale 160 1255 Veyrier
Code de banque	80187
Banque intermédiaire	Raiffeisen Suisse Société coopérative Raiffeisenplatz Case postale 9001 Saint-Gall Suisse Swift: RAIFCH22

Please indicate CIVL IDs of all the pilots you are paying for.

Refund policy

In the event of a pilot withdrawing from the competition before the 20th July 2016 and who cannot be replaced by a qualified pilot from that nation, an 80% refund will be offered. Cancellations received after this date will not be eligible for a refund except at organizers discretion.

9 - Registration

Each competitor will be requested to present:

- Proof of his/her Identity and Nationality.
- 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 Entry Form.
- Pilot Experience Form.

Attention!

The Safety briefing that will take part in the Competition HQ, on 08th of August, Monday, Hotel Montana Congress Hall, 6:20 pm – 7:20 pm is mandatory.

Pilots who do not attend this meeting will not be permitted to fly in the competition.

10 - Insurance

Following insurance is needed in order to participate in this event. Appropriate documentary proof in English will be required at registration showing valid:

- Insurance covering public liability risk to the value of at least €100,000 (one hundred thousand euro) must be presented to the organisers at registration.
- Individual Accident insurance covering paragliding specific activities outside pilot's country of residence.

- Medical treatment coverage of at least 10,000 (ten thousand euro),
- Medical (helicopter) evacuation of at least 10,000 (ten thousand euro)
- Repatriation coverage.

Corresponding insurance will not be offered on site.

It is solely pilot's responsibility to provide above listed insurance during the official registration.

11 - Equipment

All equipment must abide by Section 7 and CIVL GAP.

Mobile Phones and SIM Cards

In addition all pilots are required to have open mobile telephone that can accept local SIM cards. If pilots fail to provide such a phone, it will be provided for rent at a fee.

Local SIMs will be provided free of charge to each competing pilot and team leaders.

For other accompanying persons, local SIM cards will be available during registration at a price.

The use of mobile telephones, preferably equipped with local SIM cards that will be delivered free of charge by the Organizers, for landing reports and retrievals, is highly recommended.

Radio

Radio receivers are mandatory for all pilots.

Radio transmitters are permitted.

Only frequencies allocated by the organizers may be used.

Safety frequency is 145,320 MHz

Retrieval frequency is 145,425 MHz

Other available frequencies will be advised at the first briefing.

Voice activated microphones (VOX operated) are strictly forbidden.

Flying with radio tuned into Safety Frequency 145,320 and engaged at all times is mandatory. Using a previously announced Team frequency is allowed as long as pilot's radio permits monitoring of this Team frequency while simultaneously receiving broadcasting on the Safety Frequency.

Contest numbers

Competition numbers are mandatory during this event.

All existing numbers on the gliders will be accepted and confirmed during the registration process.

If two or more competitors have the same number on the glider, pilot(s) will be required to modify existing numbers or to completely change it.

Priority to keep the existing number is granted to the pilots who first went through the registration process.

12 - Committees

Task Advisory Committee (TAC)

The Task Advisory Committee will include 3 pilots and the FAI Steward.

TAC will be proposed by the Meet Director and the Safety Director to the pilots, for approval, at the Pilots Mandatory Safety Briefing. Voting will be performed on the proposal.

The Meet Director and the Safety Director will make sure that pilots proposed to become members of the TAC have international competition experience of the highest level, knowledge of the local area and good reputation in fulfilling such duty in the past.

Task setting remains the ultimate responsibility of the Meet Director, but a task will not be flown without prior reference to the TAC.

Safety Committee (SC)

The Safety Committee will include 3 pilots.
These will be elected at the first Team Leader Meeting.

13 - Take-off sites

Take off 1: Meckin Kamen East.

Covering NE, E, SE wind directions, elevation 1450 m asl, suitable for up to 150 competitors, asphalt access road, sporadic green grass mainly dried one, generally clean, without any kind of obstacles, surrounded with nearby woods with suitable shadow for briefings. It is characterized by highly defined house thermals making beginning of the task as well as start pylon waiting quite easy. It is on the top of the mountain with a broad view so it is easy for MD to monitor beginning of the task, possible overcrowding or another safety risks. We are using this take off in the 90% of the flying days.

Take off 2: Meckin Kamen West.

Covering NW, W, SW wind directions, elevation 1480 m asl, suitable for 150 competitors in regular take off conditions, in case of strong winds or dominant cross winds, ordered launch might be needed on this take off. Some of the best flights in the region started from here. It is on the top of the mountain also with a broad view so it is easy for MD monitor beginning of the task, possible overcrowding or another safety risks. An asphalt road is approaching this one too. It is in walking distance from the East take off even if pilot is fully geared up and quite convenient in the case of rapid changes in the wind direction. In such an occasion both take off might be in use simultaneously upon the task committee or MD decision. At the top of the mountain, there is a dedicated helicopter landing place, 300 metres from the East T.O. and something like 100 metres from the west T.O.

In certain difficult wind conditions, ordered launch might be considered. Anyway that is not creating a problem as there is enough place for gearing up and queuing prior to entering the gate.

Take off 3: Treskavec.

This take off is placed in the proximity of Treskavec Monastery at the opposite side of the flying arena compared to the main TO. It is providing opportunity to fly a task in case of strong winds affecting the main TO. Elevation is 1150 m asl. It is covered with dried grass at this time of the year.

It is open to W, SW and S wind directions. There is a brand new asphalt road which makes it easy to access and use.

Starting area is limited so ordered launch will be organized if this TO is used. However, preparation and waiting areas are sufficient.

Visibility on the course route from the TO is good.

14 - Launch

Launch system

Free access through a gate to multiple starting points at the take-off, will be the main launch system in use during this comp.

Helpers, serving each starting point, will be available on the take-off.

If necessary or, if requested by the Team Leaders or by the Task Committee, and accepted by the Meet Director, an ordered launch method might be used.

If an ordered launch system is used, First Task priority will be defined by the rank of participating pilots in the current WPRS ranking.

Later in the competition, current ranking of the competition will be used as a priority reference.

In case an ordered launch system is used:

The top 15 male pilots will have priority to enter the take-off area at any time.

The top 3 female pilots will have the priority to enter the take off at any time.

The Task Committee pilots will have priority to enter the take-off area at any time, regardless of the launch system in use.

Relaunch

A competitor will be allowed to perform one take-off accountable for ranking in a particular task.

A failed take-off attempt or a safety problem arising immediately after take-off which results in a landing in a proximity (to be determined by the Meet Director) or on the take-off itself will not count as one take-off.

In case of technical problems immediately after pilot's take off, he/she may ask permission (usually through his/her radio on the Safety Frequency) from the Meet Director to land at the take-off and to relaunch again.

If this case occurs, pilot must report to and get approval from the Take-off Marshall before a second launch.

Wind speeds at launch

No task will be set with an average wind speed above 7 m/s at launch.

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.

Launch window

For the task to be valid, take-off window has to be open for at least 60 minutes.

15 - Airspace and other restrictions

No Airspace limitations will be imposed during this event.

The Safety Director will be in constant contact with the Civil Aviation Authorities.

In a case of non-scheduled, emergency or other flying activities in the area of the competition, happening within the time frame when task for that particular day might be flown, information about any limitations or restricted areas will be given at the Task Briefing.

16 - Goal

There will be no goal specific rules.

Competition area is flatland with an enormous number of safe landing points.

All goals, as well as turn points that might be used as a goal if weather conditions require it, are flat fields with clear approach paths.

Goal line, virtual or physical, as well as goal cylinder, may be used as a goal sectors in this comp.

17 - Pre-Flyers and Free flyers

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

Official wind-dummies will take-off by the request of the Meet Director and will not fly the task route.

18 - Scoring

All pilots in the championship compete against each other for the title of FAI European Paragliding Champion. Only pilots in national teams compete for the Team Championship title. For scoring, the PWC 2016 formula will be used in combination with the CompCheck scoring software. Scoring formula parameters will be published at the web site and printed on the information boards.

GAP parameters will be discussed and determined at the first Team Leaders' briefing. They will be published on the Task Board at the first official task briefing.
The GPS map datum is WGS 84 and the coordinate format to be used is UTM.

The primary source of scoring is GPS logs.

Pilots will be allowed to provide a second unit for the same purpose.

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

The maximum number of pilots scoring for the team is 2 as per CIVL GAP document.

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.

If non-European pilots are accepted, they will be treated as European pilots, but will be filtered out of the final results and there will be two sets of results published: an 'Open' list and a 'European' list, for the championships' purpose.

19 - Complaints and protests

As per General Section and Section 7.

The Competition organizer will keep and archive all evidence for at least 90 days after the end of the event, or until an appeal has been treated (see General Section Chapter 6).

A complaint may be made to the Meet Director, preferably by the Team leader, in writing in English, to address certain irregularities in the competition.

If the provisional results are published before 22h00, complaints must be submitted before 08h30 the next day.

If the provisional results are published after 22h00, complaints must be submitted before 12h00 the next day.

For the last competition task, complaints must be submitted at the latest 1 hour after the publication of the provisional results.

The time of the publication of results is the time the results are posted on the results board at headquarters

Complaints will be dealt with expeditiously.

Decisions made by Meet Director are retroactive and may change the results of a particular task affected by the complaint's content.

Pilots will be informed on pending complaints during the task briefings.

If the complainant is not satisfied with the outcome, a protest may be made to the Meet Director, preferably by the Team leader, in writing in English, within 12 hours of the result of the complaint being published at the main Headquarters.

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

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

Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day.

Team Leaders are encouraged to read Section 7 before making a complaint or a protest.

20 - Penalties

According to Section 7.

The penalties imposed by the Meet Director will be at his discretion and may range as follows:

- Warning.
- Operational disadvantage.
- Deduction of points. This may be a finite number of points or a percentage of the winner's score. A finite number may be up to the entire score of a pilot for that day.
- Alteration of placing order.
- Disqualification.

Also, specific penalties will be applied as follows:

Cloud flying:

1st offence – Zero for the day.

2nd offence – Expelled from the competition.

Wrong turn direction:

1st offence – Warning.

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

Dangerous and aggressive flying

1st offence – Warning.

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

Aerobatics after reaching the goal line:

1st offence – Warning.

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

Top Landing after the launch window is open

1st offence – 100 points, subsequent offence, 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

1st offence – 100 points.

2nd offence – Zero points for the task.

3rd offence – Expulsion from the competition.

Violation of Controlled airspace

In the zone defined as: 100 meters outside of, and up to 30 meters within the restricted area, regardless if infringement was performed horizontally or vertically, pilot in question will receive a warning.

If the violation exceeds 30 or more meters within of restricted area, regardless if infringement was performed horizontally or vertically, pilot in question will receive zero points for the day.

Pilot body weight, exceeding ballast weight, as well as exceeding total flying weight might be checked randomly at the discretion of the MD.

Also, different weight checks will be performed in case of a complaint or protest.

Warnings are posted on the official board at headquarters