

2017 Czech and Macedonian Open

23th July – 29th July 2017, Krushevo – Republic of Macedonia

Organized by:

Martin Jovanovski

Goran Dimiskovski

On Behalf of VFM, NAC of Republic of Macedonia



Local Regulations

These local regulations are to be used in conjunction with **General Section** and **Section 7B** of the **FAI Sporting Code** as far as appropriate for a Cat 2 event.

1. General

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the 2017 Czech and Macedonian Open Paragliding Winners and to reinforce friendship among pilots and nations.

2. Contacts & Officials

- | | |
|-----------------------------|--|
| • Organizing NAC: | NAC of Republic of Macedonia |
| • General organizer: | Goran Dimiskovski
Martin Jovanoski
Delta Klub Prilep |
| • Main Organizer | NAC Macedonia – Delta Klub Prilep |
| • Meet Director | Martin Jovanovski |
| • Safety Director | Goran Dimishkovski |
| • Rescue Coordinator | Ace Ginovski |
| • Transport and Retrieval | Dragan Jankovski |
| • Social Events: | Hotel Montana management |
| • Scorer | Srdjan Stanojevic |
| • Live Tracking provider | Airtribune |
| • Weather Forecast | Martin Jovanovski Goran Dimiskovski |
| • Headquarters Coordinators | Dragan Jankovski |
| • Take-Off Marshall | Mile Jovanovski |
| • Goal Marshall | Bobo Jovanovski |

3. Program

Event program:

Official Registration:	Sunday, 23th June, (17:00 - 20:00)
Mandatory Safety Briefing:	Sunday, 23th June, (20:30 - 21:30)
Formal Opening, Welcome Drink:	Sunday, 23th June, (21:40)
Official Contest flying days:	Monday, 24 th July–Saturday 29th July
Prize-giving and Closing ceremony:	Saturday, 29th July (proximately 20:00)

Typical Daily Schedule

- 08:30 - Headquarters open
- 08:45 - Deadline for protests of the previous day
- 09:30 – First briefing at the HQ
- 09:45 – Transportation to take off

- 11:00 - Meet Director / Task and Safety Committee meetings
- 11:30 - Pilots' briefing / Previous task official results / Task definition
- 12:30 - Take-off window opens
- 17:30 - Scoring office opens
- 18:00 - Landing deadline
- 22:30 - Scoring office closes
- 22:15 - 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 Pilot Briefing.

4. Entry

The limits

- The maximum number of pilots in the championship is 150.

Selection Procedures

- All applications made through the official web site must be made at least one day prior to the beginning of the comp.

Entry Fee

As described at the official web site of the event:
<https://airtribune.com/czechmacedoniandutch/info>

The Entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days,
- Emergency rescue (helicopter insurance is mandatory for this event) and first aid medical service
- Upload of turn-point's GPS coordinates
- GPS track-log download,
- Color map
- ID card & safety/contact information,
- Lunch package
- competition's souvenir,
- Free access to all championship events and parties,
- Free internet (Wi-Fi) access at the HQ and Scoring Point,
- Airtribune live Tracking (provided through AT application)

Refund policy

Cancellations received after payment has been done will be treated on one by one basis. Decision remains at organizers discretion.

5. Insurance

The organizers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum **€20'000 (twenty 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 **€20'000 (twenty thousand)** and medical treatment of minimum **€20'000 (twenty thousand)**.

6. Registration

Pre-registration of the pilots and teams must be done at the official web site:

<https://airtribune.com/czechmacedoniandutch/info>

The official registration will be Sunday, 23th June at HQ starting at 17:00.
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. (through FAI online database)
- Satisfactory evidence of glider airworthiness (all certified gliders will be accepted)
- 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.

Attention!

The Safety briefing that will take part in the Competition headquarters on Sunday, 23th June (20:30) **is mandatory**.

7. Equipment

All pilots must fly with certified glide (in order to be displayed in the rankings), 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.

CCC Gliders **might be checked** after a complaint **at the expense of the complainant**. In addition the meet director can request any pilot be checked. Pilot must give his glider for checking or comparing immediately upon any such request. Checks might be performed randomly.

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 are allowed to ballast up to total takeoff weight of 95kg.**

Equipment details

- All pilots in this event **should** fly with a **certified harness** to EN1651, LTF03 or LTF09.
- The harness must be equipped with a back protector certified to LTF09 or LTF03.
- **Harnesses equipped with one rescue will be accepted. Of course, recommendation to use modern harnesses equipped with two rescues remains.**
- All pilots must wear **helmet** when flying. Recommendation to use certified helmets remains.
- 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 145.320 MHz.
- Retrieval frequency is 145.250 MHz.
- Other available frequencies will be advised at the first briefing.

- **Voice activated microphones (VOX operated) are strictly forbidden.**

The use of mobile telephones (SMS) for landing reports is mandatory. Phones are also essential for efficient retrievals and may be used as main communication device. All pilots must stay in contact with the organizer at all times during the task, through the safety frequency.

9. Contest numbers

Numbers are not mandatory for this event.

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 procedure. Emergency equipment will be available.

The Doctor will be able to contact the National First Aid Service at any time.

Helicopter rescue is available.

Please be aware that **this is payed service in the country. Expenses that may occur during rescue operations using helicopter are covered by the pilot him/her self.**

That's why appropriate helicopter insurance is mandatory.

11. Flying sites

Detailed description of the flying site may be found at the competition web site at: <https://airtribune.com/czechmacedoniandutch/info>

12. Take-off area

During the competition, part of the overall 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 reserved for the competition.

13. Launch

If necessary, an ordered launch method will be used.

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 re-take-off again. **Granted permission from the MD is mandatory.**

The pilot that is re-launching must respect established take off routine at that moment and ask MD to perform 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 Meet Director request and may not fly the task route.

15. Task Advisory Committee and Safety Committee

The Task Committee will consist of two elected pilots out of the pilot's pool. MD is a member of this committee by default.

Safety Committee will be composed out of three elected members.

Pilots' names composing both committees will be announced at the first Pilots 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,
- 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.

Minimum time of the window to be open in order to have a valid task is calculated on the following basis:

Number of take Off Places x Minimum Take Off time per pilot (1min per pilot) = Minimum Window Being Open Time to validated the task.

18. Flying the task

The take-off window will be open for at least 45 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. Official turn points are only the ones uploaded during the official registration. Cylinder radius will be defined and presented on the task board.

19. Flight safety

Dangerous flying conduct, including: cloud flying, aggressive flying, non-sportive in flight behavior, are prohibited and will be penalized.

Pilots who witness a dangerous flying conduct may submit a written complaint to the MD.

Verbal complaining will be not treated as a cause to perform subsequent action.

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" (if their glider is suitable to perform such a maneuver) 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 1:00 hours after gate opening time.

In case of a stopped task, minimum flown time must be 1:10h in order task to be valid.

Scoring time will be 1:00 h in such a particular case.

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, 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 1:00 hour of flying, the task will not be scored.

Stopped task will be scored with altitude compensation of 4:1.

Pilots that will reach the goal after altitude compensation is calculated, will receive goal status.

Pilots that land in E.S.S. and short of goal line will not score time points.

Goal line position coordinates as placed on the field will be a reference for declaring pilots as in goal.

21. Rest day

There will be no rest day in this comp.

22. Scoring

All pilots in the championship compete against each other for the title of an Event Winner.

For scoring, appropriate GAP formula will be used in combination with the FS scoring software.

Scoring formula parameters will be announced at the first Pilots Briefing and declared on the Task Board.

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.

MD decision is final, no complaints on his decision will be accepted.

24. Penalties

Dangerous flying:

1st offense: – 100 points.

2nd and subsequent offenses: – 500 points.

Cloud flying:

1st offense – 0 points for the day.

2nd offense – disqualification from the comp.

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

1. Observed by a meet official or by a nearby pilot 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 3D GPS track from the accused show that he/she was 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 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 the cloud, **continues to fly in a line straight to the next turn point in order to avoid collision with the other pilots that might be in a proximity.**

Once clear of the cloud, pilot 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 a non-sportive advantage.

All cases of Cloud Flying complaints will be examined on one by one basis. Appropriate decision will be taken by the MD.

Modified glider:

1st offense – 100 points for the day.

2nd offense – 0 points for the day.

25. Complaints and protests

Complaints

Complaints for each task must be submitted latest before the first morning briefing at the HQ (08:45) hours next day, 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 30 minutes 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 20 minutes** 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.

26. Altitude Verification

In order to process any issues that may occur during the comp and which are related to altitude measurement, for this event, recorded GPS altitude will be taken as a reference.

MD may compare GPS recordings of several instruments in the proximity of each other in order to make a justified decision in a case of complaint or protest involving altitude violations.

Pressure recordings presented in a case of complaint or protest, **may be considered in decision making, but it is not obligatory to accept such an evidence as a crucial criteria.**

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 2017 Czech and Macedonian Open Paragliding Competition, held in Krushevo, Macedonia, (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 National Aero club of Macedonia, the property owners of the operation areas (including launch and landing areas), the Federation Aéronautique Internationale and its Commission Internationale de Vol Libre, 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 hereby clearly declare 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 Republic of Macedonia.** 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 Macedonian 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 RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date: _____

Signature of Participant / _____ / _____
Printed name of Participant

Address of Participant _____