



Local regulations

GIRO Open Air 2018
1st June – 3rd June
Gjirokastra, Albania

Organized by:

AEROCLUB "GJIROKASTRA"

On behalf NAC of Republic of Albania
Albanian Airsports Federation

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 competition is to provide safe, fair and satisfying contest flying in order to determine the GJIRO Open Air 2018 Paragliding Winners and to reinforce friendship among pilots and nations.

2. Contacts and officials

Organizing NAC

NAC of Republic of Albania – Albanian Airsports Federation

info@paragliding.al

www.paragliding.al

Competition organizers

Aeroclub "GJIROKASTRA"

Meet Director

Alket Islami

Safety Director

Shkelqim Krasniqi

Transport and Retrieval

Elton Thanasi

Launch Marshall

Xhelal Leskovci

Live Tracking provider

Flymaster

Task and Scoring committee

Ardall Celina

Artion Vreto

The third committee member to be defined on general briefing

Complains and protest committee

Alket Islami

Shkelqim Krasniqi

The third committee member to be defined on general briefing

3. Program and schedule

Event program

Official Registration and Opening Ceremony

Thursday, 31st May 2018, (17:00 - 21:00)

Additional pilot registration slot

Friday, 1st June 2018, (07:30 - 09:00)

Mandatory Safety Briefing

Friday, 1st June 2018, (10:30 - 11:00)

Official Contest flying days

Friday, 1st June 2018 to Sunday, 3rd June 2018

Prize-giving and Closing ceremony

Sunday, 3rd June 2018, (19:00)

Typical Daily Schedule

- 08:00 - Headquarter opens
- 09:30 - Transport to the takeoff
- 10:30 - Pilots briefing / Previous task official results
- 11:00 - Task definition / Task briefing
- 12:00 - Takeoff window opens
- 16:00 - Scoring office opens
- 18:00 - Provisional results

The daily schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at Pilot Briefing.

4. Selection criteria and registration

The limits

The maximum number of pilots in the competition is 50.

Selection Procedures

All applications for competition shall be made through the official web site at least one day prior to the beginning of the competition. The selection criteria is based on first come first serve basis.

Entry Fee

Competition entry fee is: **50EUR** if paid until 15 May 2018, and **70EUR** if paid after 16 May 2018

The Entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days
- Lunch package
- T-shirts, maps, livetracking and other gadgets
- Access to all championship events and parties
- Medical emergency services
- Price giving

Refund policy

The cancellation requests which are submitted after payment is completed and participation confirmed will be treated individually. Decision upon refund remains at organizers discretion.

Registration

Pre-registration of the pilots must be done through official email:
info@paragliding.al

The official registration shall take place on Thursday, 31st May 2018 and 1st June 2018 at HQ.
On registration each competitor will be requested to present:

- Valid FAI Sporting License. (through FAI online database)
- Satisfactory evidence of glider airworthiness (all certified gliders on class EN: A,B,C,D and CCC are accepted)
- Certificate of third party liability insurance as detailed
- Device with GPS, capable to handle cross country competition and task definition

On registration each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability)
- The Entry Form

5. Insurance

Documentary proof in English of valid:

- Insurance covering public liability risk (third party liability insurance) to the value of minimum **20,000 EUR (twenty thousand euro)** must be presented to the organizers before the start of the championship.

6. Equipment

All pilots must fly with radio and GPS device, the flying certified equipment, including: paraglide, helmet, rescue parachute.

Only certified gliders according to EN 926 or LTF 91/09 are allowed to fly in the competition.

7. Communication

- Radio receivers are mandatory for all pilots
- Radio transmitters are permitted
- Only frequencies allocated by the organizers may be used
- Safety frequency is 163.0000 MHz
- Retrieval frequency is 157.4875 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.

8. Flying site, take-off and launch

Flying site

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

Take-off

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 reserved for the competition.

Launch

If absolutely necessary an ordered launch method will be used, otherwise the pilots shall choose the launch time within the defined window open interval.

Each competitor will be allowed only 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.

Free flyers will not be allowed to use the take-off 60 minutes before the opening of the window and the window closing time, except with the permission of the Meet Director. Official winddummies will take-off by Meet Director request and may not fly the task route.

9. Competition official bodies

Task and Scoring committee

Task Committee and Scoring consists of three individuals from which two will be pilots elected out of the pilot's pool and the third one will be named by the Meet Director.

Safety committee

Safety Committee consists of three individuals including the Safety Director, Meet Director and Deputy Meet Director.

Complaints and protest committee

Complaints and Protest Committee consists of three individuals from which two will be pilots elected out of the pilot's pool and the third one will be named by the Meet Director.

10. Task and scoring

Task board

The task board at take-off will show:

- The type of the task (Race or Time Elapsed),
- Turn direction of the day,
- The times when take-off window opens and closes,
- The time when start gate opens (SS),
- Any modification of the take-off window and start gate times,
- The start cylinder radius and type exit/enter,
- The turn points and their radius,
- The goal type cylinder/line and radius/length,
- The Total task length,
- The task deadline,
- The scoring formula (GAP),
- Nominal task completion time,
- Safety frequencies
- Retrieval information including the GSM number to contact for retrieval

Task flying

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 (WP). Official turn points (WP) are only the ones uploaded during the official registration. Cylinder radius will be defined and presented on the task board.

Task Scoring

All pilots in the competition compete against each other for the title of 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.

11. Maximum wind speed and window open interval

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.

Window open interval

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 on take-off X Minimum Take Off time per pilot (1 min per pilot) + 30 min = Minimum Window Being Open Time to validated the task.

12. Safe flying

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 Safety Committee.

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

13. 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 1:00h 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.

14. Penalties

Pilots performing dangerous flying will be penalized according to:

- 1st offense: -100 points
- 2nd and subsequent offenses: -500 points

Pilots performing Cloud flying will be penalized according to:

- 1st offense: 0 points for the day
- 2nd offense: disqualification from the comp

Cloud flying by competitors is illegal and non-sportive thus shall be considered as disrespect toward other pilots. Competitors who fly into clouds will receive a penalty for the day.

A pilot is deemed to have flown into a cloud if he/she is:

- Observed by a meet official or by a nearby pilot going into and disappearing into a cloud
- If 2 pilots witness the suspected pilot 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
- The meet director at his discretion observes GPS track log data which proves to him that a pilot was cloud flying.

Witnesses should inform via radio when they witness a pilot going into a cloud and immediately after landing submit the written complaint. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.

A pilot is said to have been sucked unintentionally into a cloud if he/she is:

- If 2 pilots witness the conditions on that specific area where such that avoiding could suck wasn't that easy

- The meet director at his discretion observes GPS track log data which proves to him that a pilot was sucked into clouds unintentionally

It is recommended that a pilot unintentionally sucked into the cloud, continue 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 Safety Committee.

15. 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.

The Complaint fee is 10EUR. It will be returned if the complaint is approved.

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 50EUR. It will be returned if the protest is upheld.

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 GJIRO Open Air 2018 Paragliding Competition, held in Gjirokastra, Albania, (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 Albanian Airsports Federation, Aeroclub "Gjirokastra", 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 Albania.** 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 Albania 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 _____