



**2020 Carpathian Cup
Paragliding FAI 2 Cross Country competition
09 August – 15 August 2020,
Polonina Borzhava ridge in Carpathian Mountains
(Pylypets village, Zakarpattia Region, UKRAINE)**

Local regulations

Organized by: Color sky, Lviv, Ukraine

With support from:

- Paragliding Federation of Ukraine
- Mizhhirya District State Administration
- Volovets District State Administration

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1 - Introduction

2020 Carpathian Cup competition is run according to the FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7A - Cross Country
- Section 7 Guidelines and Templates
- Section 7A - Annex GAP
- Section 7B

And of the:

- CIVL Competition Class Paragliders, 2015, 2016 and 2018 editions.

It is a pilot's responsibility to be aware of the rules.

The purpose of the competition is to provide good and satisfying contest flying in order to determine the winners in Overall, Women, Sport class, Fun class and Teams nominations and to reinforce friendship amongst pilots and nations. The event is for pilots interested in competing and improving their skills at paragliding.

The competition is open for pilots with a valid FAI license.

All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competitions and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is the condition for participating in the paragliding competition in Ukraine for all pilots in order to accept without limits the integrity of the Organizers and to waive all claims for compensation.

All pilots must be aware of the Local Regulations and abide them.

The organizer shall provide a safe and fair contest.

2 - Contacts

Organizing NAC:

Federation of Aviation Sports of Ukraine - FASU

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Competition organizer:

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Official website:

<https://airtribune.com/2019-carpathian-cup>

Registration:

<https://airtribune.com/2019-carpathian-cup/registration>

3 - Officials

Director: Bozhena Kuzmich

Technical Director:

Headquarters Coordinators:

Retrieve coordinator:

Scorer: Sergiy Gurnitskiy

4 - Take off sites

Main take off: **Gymba mountain** (48.63, 23.27), Polonina Borzhava ridge in Carpathian Mountains.

- Altitude: 1491m AMSL.
- Height above valley: 800m.
- Size of take-off area: Very large Take off, suitable for several dozen gliders at once.
- Surface: Natural grass, with low blueberry bushes.
- Orientation: Any directions.
- Wind Flight conditions: Take off is possible with any wind direction.
- Landing: sloping plain field on the valley, near the Headquarter - "Shepit Karpat" hotel (48.66, 23.28), Alt: 680 m.

5 - Programme

Sun, Aug 09:

- 09:00-11:00 Official registration – Headquarters,
- 12:00-17:00 Official training day,
- 19:00-22:00 Official registration – Headquarters;

Mon, Aug 10:

- 10:00 Competition opening, General briefing – Headquarters,
- 11:00 First contest flying day,
- 19:00 Opening ceremony – Headquarters;

Mon, Aug 10 - Sat, Aug 14:

Contest flying days,

Sat, Aug 15:

- 19:00 Prize-giving and closing ceremony – Headquarters.

Sat, Aug 15:

Reserve day (if less than 3 valid tasks will take place during Aug 10 – Aug 14).

The hours are subject to change. Any changes will be posted on the website.

Typical competition day schedule (depending on the actual weather conditions):

- 09:00 Headquarter opens,
- 09:30 Information briefing, meteo, announcement of results – at Headquarter;
- 09:45 Transportation to take off,
- 12:00 Task briefing at start place;
- 12:30-17:30 Flying time;
- 18:00-20:00 Scoring office opens;
- 21:00 Provisional results (depending on the last pilot being retrieved);

The schedule is subject to change according to meet director decision.

Any changes to the schedule will be posted on the website.

6 - Entry requirements

- Every pilot must register personally at the headquarters at announced registration period and present the following documents:
 - o valid FAI sporting license,
 - o IPPI card at level 4 or 5, (or a valid national license with a rating for independent cross country flights in the mountains, similar to the requirements of IPPI 4, IPPI 5),
 - o proof of third party insurance – in English,
 - o proof of medical insurance (covering hospital expenses, rescue and repatriation) – in English.
- The organizer will offer at the HQ prior to registration:
 - o Insurance covering public liability risk and medical/accident insurance.
- Without these documents the pilot will not be permitted to compete.
- For Ukrainian pilots on the rights of insurance is allowed to participate in the Ukrainian “Pilot Mutual Fund”.
- At registration in the Headquarters each pilot must sign a Release of Liability Waiver.
- A competing pilot must be equipped with a fully operational certified paraglider, harness with back protection, helmet, reserve parachute and radio. All of the above mentioned equipment is provided by the pilots themselves.
- Pilots are allowed to take part in the competition with EN (LTF) A, EN (LTF) B, EN (LTF) C, EN (LTF) D and EN CCC paragliders.
- The maximum number of pilots participating in the competition declared **80**.
The Meet Director may admit more competitors than it was first announced at its discretion.
- Selection is not provided, first pilots who paid entry fee will be allowed to participate.
- Pilots who arrive late for registration should contact the organization to ensure that their place remains available. Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the participant requirements.
- The organizers reserve the right to refuse entry to any pilot.

- All applications must be made through the official website registration page starting from **April 4, 2020** and finishing on **August 09, 2020**. All information required on the application form must be filled.

7 - Entry Fee

The Entry fee will be:

- **130 €** per pilot up to **27.07.2020**,
- **150 €** per pilot after **27.07.2020**.

Pilots are kindly requested to contact the organizers.

The Entry fee includes: *As a minimum:*

- Color map of task area showing take-off, turn-points, landing fields and restricted airspace and areas.
- ID card & safety/contact information.
- Transport to take off and retrieve on the main routes for all competition days.
- Upload of turn-points with GPS coordinates.
- GPS track-log download.
- Daily snack package, water.
- Event T-shirt.
- Free access to all championship events and parties.
- Free internet (Wi-Fi) access at the HQ.
- First aid medical service.

Refund policy

In the event of pilot withdrawing from the competition:

- before **27.07.2020**: 75% refund will be offered, less any banking costs.
- after **27.07.2020**: 50% refund will be offered, less any banking costs.
- the pilot can offer another pilot instead of himself.
- if the competition is cancelled, the entry fee will be refunded in full, less any banking costs.

8 - Task Setting

- **Task committee**
It will include 3 - 5 pilots. Task committee will be selected at the first General briefing.
- **Safety committee**
It will include 3 pilots. Safety committee will be selected at the first General briefing.
- **Protest Committee**
It will include 3 pilots of different nationality, elected by all participants from the pilot list. Committee's decisions are final.

9 - Equipment

All equipment must abide by Section A - 4 and 8. In addition, pilots are required to fly with:

- Mobile phone with local SIM card.

Changes to gliders:

- Gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested will not be allowed in the competition.
- Any pilot who replaces the glider during the competition without asking the Meet Director for permission will be disqualified from the event.
- Any major damage to a glider shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications.
- A glider may be checked at any time throughout the competition. After protest or incident gliders will be inspected. It is always the pilot's responsibility to prove that the wing conforms to certification requirements, and that the pilot is flying within the certified weight range. The pilot must provide manufacturers diagrams and certificates if required to do so. Failure to meet certification requirements will result in disqualification of the pilot from the competition.

Radio

- All pilots must fly with a radio able to receive and transmit on the safety frequency (144.500 MHz) and retrieval frequency (144.600 MHz).
- Flying with radio tuned into Safety Frequency 144.500 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.

10 - Briefings

- All information concerning the competition and tasks will be announced at briefings and/or displayed on the official information board.
- Types of briefings:
 - o **General briefing** – takes place before the first task. It covers general organizational and safety issues. All competitors must be present personally at the general briefing.
 - o **Information briefing** – held at the headquarter or other appointed place. Pilots should be either present personally or get informed through their team leader.
 - o **Task briefing** – held at the take-off in the presence of all pilots, presents the details of the task, weather information and general organizational matters.
- It's the pilot's responsibility to remain informed through the briefing or by consulting the official task board.
- All technical data specified during the task briefing will be put on the task board. The window can be open a minimum of 15 minutes after the end of the task briefing.
- All briefings will be conducted first in Ukrainian, then in English.
- After the end of a task briefing, all pilots who wish to fly on that day must sign the Sign-to-Fly list, confirming that they were present at the briefing and understood it. A pilot who doesn't sign the list cannot fly the task.

11 - Launch

- **Launch system**

Launch system Free access at the take-off, will be the main launch system in use during this competition.

- **Relaunch**

A competitor will be allowed to perform one take-off in a particular task on the **north or north-east** directions, and multiple relaunches will be allowed on the **south or south-west** directions at the Meet Director's discretion. In the event of relaunches, the retrieval system will be defined at the Meet Director's discretion and will be communicated during the Pilot's briefing/Task briefing. 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 land at the take-off or in a proximity. If this case occurs, pilot must report to the Meet Director.

- **Wind speed at take-off**

The maximum average wind speed in which a task shall be flown is 7 m/s, measured at take-off altitude. 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.

12 - Flying and safety regulations

- All pilots must read and abide safety rules as in Section 7A of the FAI Sporting Code.
- Each pilot is required to conform to the aviation law and rules of the country in which the competition takes place.
- Each day the Meet Director will confirm the turning direction within a given area and/or time.
- A pilot witnessing any situation which might influence the safety of the competition must try to inform the organizer and the competing pilots.
- All maneuvers which might endanger the safety of others are strictly forbidden. Aerobatics, dangerous flying conduct, infringement of rules and unsporting behavior will be penalized and may cause disqualification.
- A pilot may not fly unless he/she is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying.
- It is strictly forbidden to fly under influence of alcohol or other drugs. A pilot must undergo an anti-doping control at a request of the Meet Director.
- At any time, the organizer can stop a task in case of hazardous conditions.
- The Meet Director has the right to ban all flying on a day when the task was cancelled.
- A pilot must report retrieve coordinator about his landing in any case. If any pilot fails to report within the report deadline time, the organizer will start a rescue action.
- In case a pilot fails to inform the organizer about a safe landing, he/she will have to cover the costs of the rescue action.
- All pilots must pack their gliders immediately after landing: a glider lying open on the ground means "I need help!"
- Rescue action and medical costs will be covered by the pilot and their insurance.

Assistance to a pilot in danger:

- A pilot witnessing any kind of accident or receiving a help call must try to inform the organizer or other people as soon as possible, giving the nature and location of the accident and description of the pilot/ glider in trouble.
- During the rescue action all pilots shall remain only the necessary communication on the radio.
- A pilot who lands or limits his flight to assist another pilot in distress will be compensated task points. The compensation will be decided on by the Meet Director.

13 - Landing

- There will be no goal specific rules. Goal line, virtual or physical, as well as goal cylinder, may be used as a goal.
- The latest time for landing at goal will be announced at the task briefing. Pilots who land in goal after the deadline will not score time points.
- At the task briefing the Meet Director may also announce a landing deadline when all pilots must have landed. If a safe landing area cannot be reached at that time the pilot is allowed to land as soon as possible.
- A pilot must report back as soon as possible after landing. The procedure for this will be announced at the safety briefing. The latest time for report back will be announced at the task briefing.
- Checking-in is mandatory for all pilots who signed to start the task. Each pilot must give in their GPS.

14 - Airspace and other restrictions

Altitude limits due to airspace will apply. The actual figures will be confirmed at the Mandatory Safety Briefing but higher limits may apply on a daily basis after consultation with the Aviation Authorities. In such a case the day's altitude limits will be announced at the task briefing.

15 - Rest day

The rest day may be declared due to predicted inclement weather conditions or other constraining factor, with the agreement of the Task committee. A flying day is defined as a day when pilots travel to the take-off and either a task is started or the day is cancelled after 14:00.

16 - Validation of a task and the competition

- A task is valid only if at least 10% of competing pilots fly beyond the minimum distance.
- The launch window must be open for the minimum time giving every pilot at least 30 seconds to take off.

Stopping of a task

- Meet Director can stop a task in case of hazardous weather or other conditions which could endanger the safety of pilots. Stopping of a task is announced on the safety frequency. After a task is stopped, all pilots should head for a safe landing.

Cancellation of a task

- After the last landing time a task can only be cancelled by a safety committee decision.

The competition is valid if there is at least one valid task.

17 - Scoring

As per Section 7A – 5 and Section 7A - Annex GAP document. For scoring, CIVL approved FS (Flight Scoring) program will be used. GAP parameters will be discussed and determined at the first General briefing. They will be published on the Task Board at the first official task briefing.

The primary source of scoring is pilots own instruments, that meets the requirements of S7A-Cross Country - chapter 4 and S7A-CIVL GAP Annex - chapter 4.

Live-tracking logs not accepted as the source of scoring!

After each flight day, the pilot is required to provide his track / instrument with the track for scorer as soon as possible after the flight / retrieve.

The following categories will be awarded:

- Overall
- Women
- Sport Class – for any glider up to EN (LTF) C
- Fun Class – for any glider up to EN (LTF) B
- Teams

The team is formed with no more than 4 pilots participating in the Overall and Ukrainian scoring. The team score is based on 3 first results for each flight day. The team is formed on one of two principles:

- on a territorial principle: there can be no more than one representative of another territory in a team,
- on paraglider manufacturer principle: all pilots of the same team must compete on paragliders of the same manufacturer.

18 - Penalties

As per Section 7A - 6.

19 - Complaints and protests

As per General Section and Section 7A - 7.

- Complaints and protest must be made in writing and delivered to the competition HQ. They shall refer to specific rules in the Local Regulations and/or FAI Sporting Code.
- The time limit of a complaint is 1 hour 30 minutes after the publication of the provisional task results, except after the last task, in which case the time limit is 30 minutes.
- If the pilot is not satisfied with the outcome, he/she may make a protest. The time limit of a complaint is 2 hours after announcement of the decision regarding the complaint, except after the last task, in which case the time limit is 30 minutes.
- The protest fee is 20 €, which will be refunded if the protest is upheld.
- Complaints are dealt with by the Meet Director and protest are dealt with by the Protest Committee.