



LOCAL REGULATIONS
FAI CIVL Category 2 Event PG/HG Cross Country



Adria open 2022
July 02 - 05, Slovenia AJDOVSCINA

Event Name:	Adria open 2022
Dates:	02 - 05 July 2022
Alternate dates:	Not defined
Place:	Slovenia, near AJDOVSCINA
Webpage:	https://airtribune.com//adria-open-2022/
Sanctioned by:	Slovenia - Letalska Zveza Slovenija
Guest NAC:	

ORGANISATION

NAME	POSITION
Letalska zveza Slovenije	Slovenian aeronautic association

CONTACTS

NAME	RESPONSABILITY	CIVL No	CONTACT
Matjaz Klemencic	Meet director	9272	klemencic_matjaz@hotmail.com
Matjaz Klemencic	Organizer, meet director		

PROGRAMME

Friday, July 4, 2022

18:00 - 22:00 - Registration

Saturday, July 5, 2022

07:00 - 09:00 - Registration

Saturday, July 5, - Wednesday, July 6, 2022

Contest flying days

Wednesday, July 6, 2022

Contest flying day

20:00 - Prize-giving and closing ceremony

SCORING CATEGORIES

OVERALL Class



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SELECTION AND REQUIREMENTS

Maximum No of Pilots: **60**

Selection Criteria:

The entry fee is divided into two payments. 50 € is paid by Paypal when you register yourself to the competition, while the rest is paid upon arrival. The first payment is your reservation of a place in the competition. If later, you cannot attend, you can forward your slot to another pilot while the organizer needs to confirm the change. If that happens, please contact the organizer directly. There is no refund if the pilot can not attend.

DOCUMENTS REQUIRED AT REGISTRATION

REQUIRED	NOT REQUIRED
Sporting Licence is Required	
	Ippi card is Not Required
Pilots National Licence is Required	
Registration document is Required	
Signed Assumption of Risk is Required	
	Summary of Pilot experience is Not Required
Passport or other Photo ID is Required	
3rd Party Insurance is Required	
Medical and Rescue insurance is Required	

ENTRY FEES AND SERVICES PROVIDED

ACCEPTED	NOT ACCEPTED
Paypal payments are accepted	
Cash payments are accepted	
	Bank payments are not accepted
The Entry Fee per pilot is:	150 EUR

CANCELLATION AND REFUND POLICY

If the competition wouldn't happen due to higher causes, a 20 € fee will be refunded to the Paypal address of the registered pilot.

SERVICES INCLUDED IN THE ENTRY FEE

ITEM	INCLUDED
ID Card with safety & Contact information	no
Maps with take-offs, turnpoints, landings, restricted areas	no



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Lunch Packs are supplied	YES
Ballast Water at launch available	no
Toilets at launch available	YES
Transport to launch given	no
GPS tracklog download available	YES
Live Tracking available	YES
Free WiFi at HQ for pilots from 1990s available	no
Opening ceremony	no
Closing ceremony	YES
Daily Met briefings	YES
Retrieve by organiser included	no
Happy pilots drinking beer in goal	no
Airtribune is our platform of choice	YES
We supply the pilots with trackers	YES

MEDICAL SERVICES AVAILABLE

Medics on Launch - **Yes**

ITEM	INCLUDED
Medics on Launch	YES
Helicopter rescue in the region	YES
Typical helicopter attendance time is	30 to 60 min
The nearest hospital is	not known or not available

LIVE TRACKING

Live-tracking is mandatory	YES
Live Trackers supplied by the Organiser	YES

SCORING

The scoring formula is	GAP2018
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COMPLAINTS AND PROTESTS

Complaints will be dealt with as per the FAI SPorting Code, Section 7 and its sub-categories

OTHER LOCAL RULES

1. ENTRY

1.1 The Championship



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The Championship is open to all Member and Associated Member countries of FAI who may enter any number of pilots in Class 1, regarding the max number of pilots stated in section "Basics".

1.2 The title of champion

The title of champion will be awarded only if the sum of the daily winners' scores is equal to, or more than 700 points, as determined by the GAP scoring formulas.

1.3 Cut of the competition

There will be no cut during the Championship.

1.4 Documentary proof of insurance

Documentary proof of insurance in the English language for insurance against third party liability for a minimum limit of 20.000 euros shall be made available to the Organisers before starting to fly from the competition sites.

1.5 Waiver (See Section 7, page 56)

Every competitor will be requested to sign the above-mentioned waiver (agreement on the release of liability) before starting to fly from the competition sites.

1.6 Qualifications

Qualification criteria for all pilots wishing to compete in the competition are:

- a) If the competitor's country issues pilot licenses for hang gliding the pilot must hold a valid license appropriate to the glider to be flown.
- b) Each competitor shall hold a valid FAI sporting license issued by his own NAC. Competitors from prospective FAI member countries may use a license issued by the FAI Secretary-General.

1.7 Minimum number

The minimum number of 15 competitors is required to validate the competition as a Second Category Event.

2. EQUIPMENT

2.1 Hang gliders and associated equipment

Hang gliders and associated equipment (see Section 7) Safety standards requirements - see annex 22.

2.2 Radio transceivers

Radio transceivers, which are allowed in the Slovenian national law, are permitted. Radio frequencies used will be in 2m FM band, safety and other frequencies will be announced at the first pilot briefing.

2.3 Flight verification

Flight verification: GPS only (see rules at scoring) backup GPS is allowed.

3. GENERAL COMPETITION RULES

3.1 Evidence of GPS

Every competitor must report to the Organisers (at registration) the serial number and type of his GPS, also back up GPS and any change during the competition. It is advisable that pilots mark their instruments with pilot numbers and names. Only flight instruments that are supported by the latest GPSDump software are allowed.



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3.2 TASKS

3.2.1 Race to goal

The aim is to be first in goal. Simultaneous start in the air is used. The start time is identical for all pilots. The pilot must cross the start cylinder after the start cylinder opening time. Several start gate intervals might be used.

3.2.2 Speed run to goal

The aim is to fly the distance in the shortest time. Individual start in the air is used. The start time is different for every pilot.

3.3 TASK PERIOD

3.3.1 Times of window open

Times of the window open for take-off and times for the closing of the window, turn points and the last landing will be displayed in writing.

3.3.2 The minimum launch window open time

The minimum launch window open time for a valid task must be one minute per pilot divided by the number of launch points that can be used at the same time.

3.3.3 Suspension, cancellation, or stopping

Suspension, cancellation, or stopping of a task (see Section 7).

3.4 TAKE-OFF METHODS

Foot launch from hill sites.

Open window.

Free take-off without any set order. The take-off "push" system (See Sec. 7) will be used.

There may be an ordered launch procedure in use if the organizer decides to do so for safety or other reason. Order will be set based on the achieved score on previous days of the competition or by the WPRS ranking system if there was no task flown yet.

The time period used in the "push" system is 30 seconds. Only pilots in the launch lanes are allowed to push and are pushed.

Take off sites are:

1: Lijak (W – E) 581 m ASL

2: Kovk (SSW – SSE) 860 m ASL

3.5 RETAKE-OFF

A competitor will be allowed one take-off to attempt the task within the stated take-off period.

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

Pilots must report to the Start Marshall before the second take-off attempt.

3.6 TASK EVIDENCE



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3.6.1 Source

Data will be collected through GPS Flymaster trackers. In case of invalid file, pilot can hand over IGC file by email, USB key, etc. as well. IGC file must contain all pilot data and valid G record. Filename must be written in long format (pilot's name is in file name). IGC file must be created with latest version of GPSDump application, which is available [here](#).

Other software may be used if the scorer agrees in advance. The tracklogs are not confidential. Only valid GPS data will be considered true evidence.

3.6.2 Valid GPS data

To be considered valid, the tracklog must satisfy the following criteria:

The tracklog must be continuous throughout the flight. Short time gaps, no longer than 15 minutes in track log may be tolerated if there is absolutely no doubt about track validity.

The track-log must also show at least 2 minutes of data and at least 5 continuous track-log points prior to and after the track-log points used to verify a turning point.

The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after a launch.

3.6.3 GPS Software

The appropriate software will be used. GPS data are checked using software that respects FAI Section 7 specifications.

The software is able to check positions in relation to times. All calculations concerning departure time are calculated by doing an extrapolation from the previous and the next stored points.

The software is also able to check:

Departure time during start,

Cylinders sectors crossing at air starts and turn points,

Landing place and time,

The best position declared or reached by the pilot during the flight,

Positions at a fixed time (stopping of the task in the air).

3.6.4 GPS instrument error

There is no tolerance for pilot position GPS checking software.

3.6.5 Best pilot position

Pilots will score their best position reached in the task. It can be a landing place or a better position flown in the air.

3.6.6 GPS at landing

It is advisable that pilot leaves GPS turned on a few minutes after landing.

3.6.7 GPS models

Because of technical limits, only some particular GPS models suits the Organisers verification protocol.

GPS model must be supported by GPSDump downloading software

3.7 RULES FOR FLIGHT VERIFICATION WITH GPS



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A GPS start line is a virtual cylinder that the pilot must cross.

Physical features on the ground near the turning point are to be taken as a guide only.

Two types of starts can be used:

- ☐ Individual start in the air: Pilot's departure time is calculated from the last time the pilot crossed the cylinder limit. When the task is a speed run to the goal, a time interval (normally 15 minutes) can be set for the start of time measurement instead of using the individual start time of each pilot. If the pilot crosses the cylinder limit after the closing time of the start cylinder, then the closing time will be his start time.
- ☐ Simultaneous start in the air at a fixed time: Pilots need to cross the cylinder limit after or at least at the opening time. The radius of the start cylinder is normally 5000m.

- Turn points

The radius of the turn point cylinder is normally 400 m. Virtual turn points are possible. New turn points may be added in the course of the competition.

- Goal

There will be no physical finish line located at the goal. In the case when the pilot crosses the finish cylinder after the last landing deadline he will score only the distance he made at the deadline time. Arrival times will be measured by GPS, normally 700m cylinder around physical finish point located at goal.

3.7.1 Incorrect GPS track-log penalties

1. Start point incorrect/missing - minimum distance score for the task
2. Air start too early - double time off to early start is added to flight time (if the start was 10 minutes too early 20 minutes is added to flight time)
3. Turn point incorrect/missing - distance points to best correctly documented point only granted
4. Track-log missing - zero score for the task
5. Track-log missing but Organisers have evidence of pilot's launch - minimum distance score for the task

3.8 SCORING

Scoring will be done according to the newest GAP formula system with the latest FS scoring application.

Flight verification: GPS only, backup is allowed if GPS is registered.

There will be no team scoring.

3.9 REST DAYS

There will be no rest days.

3.10 COMPLAINTS AND PROTESTS

Organizers shall publish provisional task results in the evening of the day the task was flown. When this will not be possible (late retrieval), they will be published at 0930. hours the next day. Competitors are advised to request correction of mistakes as soon as possible.

A complaint in writing may be made to the Organisers, preferably by the team leader to request a correction. The time limit for complaints is 0900 hours on a day following the day when the task in question was flown.



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If the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Competition Director (See General Section Chapter 5). The time limit for protests is from 0900 till 1200 hours on a day following the day when the task in question was flown. The protest fee is 50 Eur. It will be returned if the protest is upheld.

In a case when Organiser did not resolve a complaint, the time limit is two hours after the decision on a complaint.

There is one exception from the above-mentioned procedure and this is for the last contest task when the time limit for complaints is one hour after the publishing of provisional task results and the time limit for protests is one next hour.

4. National regulations

All pilots are obliged by Slovenian laws regarding air space usage

Pilots are obliged to collision avoidance rules (see Section 7)

Cloud flying is not allowed (see Section 7)