

16th FAI World Paragliding Championship
5th to 18th of August 2019
Krushevo, North Macedonia



Local Regulations

Approved March 20, 2016

Organized by the:

Extrema Paraglajder Club – Skopje

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 FAI Sporting Code.
- Section 7 of the FAI Sporting FAI Sporting Code.
- CIVL Competition Class (CCC) – Paragliders permitted in FAI Category 1 Cross-country events.
- 2019 Paragliding World Cup Rules – Scoring: Annex C

An updated Section 7 will be published on May 1, 2019.

1 - Contacts

Organizing NAC:

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

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Competition organizers:

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Official website: www.pgworlds2019.mk

2 - Officials

Event organizer:	Goran Dimiskovski Martin Jovanovski
Meet director:	Goran Dimiskovski
Safety director:	Martin Jovanovski
Rescue coordinator:	Ace Ginoski Mile Jovanovski
Live Tracking coordinator:	Ivan Lukanov and Elena Filonova
Weather forecast:	Martin Jovanovski
Transport and Retrieval:	Ivan Lukanov
Scorer:	Ulric Jessop
Doctor:	TBA on daily basis
Headquarters Coordinator:	Elena Cakalar
Host/Hostess:	Hotel Montana Staff

Take-Off Marshal:	Aki Cakalar
Goal Marshal:	Uvce Prilep
Public and Press Relations:	SignUp – Digital Marketing Agency
Photographs, videos:	Philippe Broers
Social events :	SignUp — Digital Marketing Agency
FAI Steward:	Jamie Shelden (USA)
FAI Jury President:	Stephane Malbos (FRA)
FAI Jury Members:	Predrag Dudic (SER), Elena Filonova (RUS)
FAI Screening Committee	Igor Erzen (President), Zeljko Ovuka, Goran Dimiskovski

3 –Event Program:

Practice Period:	5 th of August, 10 am – 4 pm
Official Registration:	5 th of August, 9 am – 6 pm Competition Headquarters
Mandatory Safety Briefing:	5 th of August, 6:20 pm – 7:20 pm Hotel Montana Congress Hall
Opening ceremony/Parade:	5 th of August, 7:30 pm
Opening Ceremony:	5 th of August, 9 pm
Official training day:	6 th of August
1 st Team leader meeting:	6 th of August, 5:30 pm – 7 pm Hotel Montana Congress Hall
Contest flying days:	7 th of August to 17 th of August (maximum of 10 competition tasks, 1 mandatory rest day)
Prize-giving & Closing Ceremony:	18 th of August, 11 am Krushevo Main Square or Montana Hotel (depending on weather conditions)

This competition schedule is subject to change with CIVL approval. Any changes before the start of the competition will be communicated in an appropriate way. 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:

8:30 am:	Headquarters open
8:45 am:	Team Leader meeting
9:30 am:	Transportation to take off
10:15 am:	Task and Safety Committee meetings
11:15 am:	Pilot briefing/Task briefing
12 pm:	Take-off window opens (depending on the actual weather conditions)
4 pm:	Scoring office opens
9 pm:	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 8, maximum 6 of the same gender.

The maximum number of pilots constituting a national team is 5 total and 4 of one gender.

5 - Eligibility to compete

As per Section 7A.

The ranking reference date defining qualification criteria, nation priority table and allocation is: April 2019 ranking published on May 1, 2019.

Exceptions to pilot qualification requirements

As per Section 7A.

Members of the Screening Committee will be appointed in due time.

6 - Application to compete

Applications must be made through the website www.pgworlds2019.mk starting from April 7 and finishing on May 5.

7 - Allocation and payments

Allocation will be done according to Section 7A.

The 1st round will be made on May 6 and its results published on May 7.

Confirmation of payment must be sent to the organizers by email before May 12.

Applications with fees paid, but not received or confirmed by the deadline will be refused. After the payment deadline, the allocation table will be updated, any unpaid places being reallocated.

The 2nd round will be made on May 20 and its results published on May 21.

Confirmation of payment must be sent to the organizers by email before May 26.

Applications with fees paid, but not received or confirmed by the deadline will be refused. After the payment deadline, the allocation table will be updated, any unpaid places being reallocated.

The 3rd round will be made on May 27 and its results published on May 28.

Confirmation of payment must be sent to the organizers by email before June 1.

For any late payment, a supplementary fee of 50.00 euros will be applied.

Between June 1 and the beginning of the competition, if any spot becomes open because of cancellation or for any reason, that spot will be reallocated.

8 - Entry Fee

The Entry fee will be:

- €470 per pilot.
- €260 per team leader/assistant.

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

The Entry fee includes:

- Color 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 Germany and France and will 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 reference is: entry fee for Event 12003 (or the 16th FAI World Paragliding Championship) and state the member NAC.

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

To be advised on the competition website.

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 July 5, and who cannot be replaced by a qualified pilot from that nation, a 70% refund will be offered.

Cancellations received after this date will not be eligible for a refund except at organizers discretion.

9 - Registration

As per Section 7A.

Attention!

The Safety briefing that will take part in the Competition HQ, on Monday August 5, Hotel Montana Congress Hall, at 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 organizers at registration.
- Individual Accident insurance covering paragliding specific activities outside pilot's country of residence.
- Medical treatment coverage of at least €25,000 (twenty-five thousand euro),
- Medical (helicopter) evacuation of at least €25,000 (twenty-five 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 comply with Section 7A-4 and 8, 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.

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

Radio

Radio receivers are mandatory for all pilots.

Radio transmitters are permitted.

Only frequencies allocated by the organizers may be used.

Safety frequency is: TBA

Retrieval frequency is: TBA

Other available frequencies will be advised at the first briefing.

Flying with radio tuned into Safety Frequency (TBA) and engaged at all times is mandatory.

Using a previously announced Team frequency is allowed if the 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.

Stickers for the gliders will be provided and competition number allocated exclusively for this event.

Pilot number will range from 1 to 150 and will be allocated according to the pilot standing at the WPRS at the date when the allocation process started.

Existing numbers on the gliders will not be used in this comp.

12 - Committees

Task Advisory Committee (TAC)

The Task Advisory Committee will include 3 pilots.

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.

Safety Committee (SC)

The Safety Committee will include 3 pilots.

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 meters from the west T.O.

In certain difficult wind conditions, ordered lunch 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.

14 - Launch

Launch system

Ordered launch will be used as per Section 7A 3.3.5.

Different CIVL approved launch systems might be used at the discretion of the MD.

In a case of non-ordered launch system, both take offs might be used simultaneously.

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

Relaunch

As per Section 7A

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.

15 - Airspace and other restrictions

Notam will be issued for the flying area. All details about airspace restrictions will be communicated with the team leaders and the pilots during the preparational meetings prior to the contest flying. If there are variables on a daily basis, they will be communicated each competition day during the task briefing. 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 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 15 minutes before the opening of the window and the 15 minutes after window closing time, except with the permission of the Meet Director. Official wind-dummies will takeoff by the request of the Meet Director and will not fly the task route.

18 - Scoring

For scoring, the PWC 2019 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 received from the CIVL Flymaster Tracking System. All other instruments that pilot may have (maximum of two) are considered as back-ups. This instrument must comply with the CIVL accepted instrument list, published on the CIVL web site. It is at the discretion of the Meet Director to allow further units to be presented as a source of the track log.

20 - Complaints and protests

As per Section 7 A

If provisional results are published before 10:00 pm, the complaint deadline is 8:30 am the next day.

If provisional results are published after 10:00 pm, the complaint deadline is 10:30 am the next day and at least 4 hours after the publication of the provisional results.

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

The protest fee is €50.

20 – Live Tracking

The organization will provide to all pilots equipment for the Live Tracking (LTD: device for real time tracking) to be used in each task. These devices will be used to increase safety, achieve significant media impact and to improve recovery services pilots.

The device will also be used as the primary source for scoring.

Every morning pilots will receive their Live Tracker turned on, as they register for flying. Live Trackers will be marked with numbers from 1 to 150. Live Tracker's number must correspond with the pilots' numbers in the competition. Pilots must keep them during the flight, always turned on, and they will give the Live Tracker back at the headquarters, immediately after pilots have been retrieved.

The organization will be responsible for charging all of the Live Trackers and deliver them to the pilots every flying day.

The pilots, upon receipt of their Live Tracker will be responsible for the proper use and maintenance, making sure that Live Tracker is always turned on.

In a case of a malfunction of the Live Tracker, it is a pilot's responsibility to report that immediately to the Live Tracking Manager, Safety or Meet Director.

In case of loss or damage of the Live Tracker, pilot and his team leader will be asked for full compensation of damages, amounting to €250.