

**LOCAL REGULATIONS (Approved by CIVL Plenary) for**

**16<sup>th</sup> FAI EUROPEAN HANG GLIDING CHAMPIONSHIP in Class 1**

**At GREIFENBURG – BERG, AUSTRIA**



**From 7<sup>th</sup> to 21<sup>st</sup> JUNE 2008.**

**ORGANISED BY THE OBERDRAUTALER FLUGSPORTCLUB, a member of the Austrian Aeroclub.**

**ON BEHALF OF THE  
FÉDÉRATION AÉRONAUTIQUE  
INTERNATIONALE**

**Name, address and E-Mail address to which any correspondence should be sent in advance of the event:**

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**Website where information about the competition can be found:**

[www.drachenflieger.at](http://www.drachenflieger.at)

These local regulations are to be used in conjunction with General Section and Section 7A of the FAI Sporting Code. Reference numbers for Section 7A used in this text should be crosschecked with the latest edition of Section 7A.

### A. PURPOSE

The purpose of the championships is to provide safe, fair and satisfying contest flying in order to determine the European champion in Class 1 and to reinforce friendship amongst pilots of all nations. **(2.2)**

### B. PROGRAMME

Fly in.....	.....June 7th	9.00 – 17.00
Registration.....	June 7th	19.00 – 22.00
Training.....	June 8th	9.00 – 16.00
Registration.....	June 8 <sup>th</sup>	10.00 – 17.00
First team leader briefing	June 8 <sup>th</sup>	16.00
General & Mandatory Safety Briefing....	June 8 <sup>th</sup>	17.00
Opening Ceremony.....	June 8 <sup>th</sup>	20.00
Contest Flying Days.....	June 9 <sup>th</sup> to 20 <sup>th</sup>	
Closing & Prize Giving Ceremony.....	June 21 <sup>st</sup>	12.00

### C. OFFICIALS

Meet Director.....	Wolfgang Sattleger
Deputy Meet Director.....	Christof Leitner
Safety Director.....	Hansjörg Mitteregger
Meteorologist.....	Austro Control
Take-off marshal.....	Heather Mull
Goal marshal.....	Josef Weichselberger
Scoring.....	Jörg Drexler

International Jury	President	John Aldridge (UK)
	Members	Lilian le Blanc (Gr) Rodrigo Maldonado (Gua)
Steward		Flip Koetsier (NLD)

#### Visas:

**Some nations require visas to enter Austria.** Nations are listed on: [http://www.bmeia.gv.at/upm/edia/3782\\_einreisevoraussetzungen\\_nach\\_sterreich.pdf](http://www.bmeia.gv.at/upm/edia/3782_einreisevoraussetzungen_nach_sterreich.pdf) or [www.drachenflieger.at](http://www.drachenflieger.at) If Pilots needs an official invitation letter for visa purposes upon preliminary registration, please send an e-mail to [info@drachenflieger.at](mailto:info@drachenflieger.at) stating Name, Nationality, Passport Number and Fax-Number for sending the invitation letter.

### 1. ENTRY

The Championship is open to all Member and Associated Member countries of the FAI but is limited to 100 pilots of which a maximum of 10 may be women. Each European NAC may enter any number of male pilots not exceeding five (5) and any number of women pilots not exceeding two (2).

Entries must be made by the NAC on the official online entry form. The entry deadline is 15<sup>th</sup> April 2008. Applications, with fees paid, not received by the entry deadline may be refused. All information requested on the registration form must be supplied. Name of competing pilots and crew can be changed till June 8<sup>th</sup> 17.00.

If the maximum entry is not reached in either the men's entry (90) or the women's entry (10) by the entry deadline of 15<sup>th</sup> April 2008 using this allocation, nations who have already entered the maximum number in either category will be reallocated further places in WPRS Nation Ranking order until the maximum is reached. If after this process there are still women's places left they will be added to the places available for reallocation to men. Reallocation will continue according to the nation world ranking list until either the maximum entry is reached or until 9<sup>th</sup> May 2008. **(2008 Plenary decision)** After the 9<sup>th</sup> May the competition is open for entries from nations in other continental regions; selection will be made in order from the world pilot ranking list with one women being accepted for every 4 males that are accepted.

The host nation may enter the same number of pilots as the top nation in the WPRS Nation Ranking; to achieve this the host nation shall be treated as equal to the top ranked nation when reallocation takes place. **(2008 Plenary decision)** The WPRS ranking to be used for reallocation will be that of 1<sup>st</sup> April 2008.

The entry fee is 420 euro per pilot and 210 euro per team leader or assistant. For late entry fee payment (after the entry deadline) 20 % surcharge will be applied. The entry fee includes:  
Pilot support (local maps, waypoints), competition numbers, lunch packet, t-shirt, pilot party, opening ceremony, closing ceremony  
Extra fee for transfer to take off and retrieval from the main roads € 50,--

Payments to the following bank:

Bank: Raiffeisenbank, Oberdrautal-Weissensee,  
Account name: EM 2008,  
Account Number: 45914,  
Bank Code: 39322  
IBAN Code: AT493932200000045914  
SWIFT/BIC Code: RZKTAT2K322

The following NAC's shall pay their entry fee directly to the CIVL/FAI account:

Austria, Italy, France **(7.1.3)**

The FAI account details are:

Credit Suisse Private Banking

Rue du Lion d'Or 5-7

Lausanne

Swift code: CRES CHZZ 10A

Account name: Fédération Aéronautique Internationale

Account number: 0425-457968-32

IBAN: CH31 0483 5045 7968 3200 0

Minimum Representation in each Class (Class I Women or Class I Men). For continental championships a minimum of 3 countries with a total of 8 competitors available to fly during the championship is required for the title of Champion to be awarded. **(2.4.3)**

The title of European Champion shall only be awarded if the sum of the daily winner's scores is equal to, or more than 1500 points, as determined by the GAP 2002 scoring formulas. **(2.4.6.1)**

## 2. GENERAL COMPETITION RULES

### REGISTRATION

On arrival the team leaders and competitors must report to the Registration office to have their documents checked and to receive supplementary regulations and information. The end of the official Registration period, June 8, 17.00, is considered to be the official start of the championship. **(2.16)**

The following are required:

- Pilot qualifications
- Evidence of competitor's nationality
- Pilot's valid FAI Sporting License
- Receipt for payment of entry fees by the closing date
- Satisfactory evidence of glider airworthiness **(2.13)**. Pilots must sign a glider certification statement or satisfy the requirements as outlined in **S7A, 2.10.2.3**.
- Valid third party liability insurance
- 3D-GPS and backup (backup strongly recommended) of each competitor for registration with make, model and serial number available.
- Every competitor will be requested to sign waiver (agreement on release of liability) before starting to fly from the competition sites.
- Pilot's and team leader's mobile telephone numbers
- Team leader radio frequencies

Each pilot must have a valid third party liability insurance (€ 1.500.000,--) and an emergency rescue insurance.

Pilots have the possibility to buy insurances at the registration.

The organizer takes no responsibility for pilots or third parties. Transfer to the take-off and retrieval is at own risk

### 3. WIND SPEED (2.17.11)

The maximum wind speed in which a task shall be flown is 30 km/hrs (including gust readings). This shall be measured at Emberger Alm take-off. Briefings may be delayed to monitor if initial strong winds decrease through the day.

## 4. EQUIPMENT

### Radios

Radio transceivers are permitted and a radio receiver compatible with the competition frequency is mandatory during competition flights.

Radios are for communication between competitors, team leaders, drivers and the organizers. Only frequencies allocated by the local radio-monitoring station may be used (information: [ferdinand.jesenko@bmvit.gv.at](mailto:ferdinand.jesenko@bmvit.gv.at))

All pilots and crews must submit their team frequencies and mobile telephone numbers to the competition director at registration. This information will be used by the competition director for safety purposes.

### Contest numbers

The numbers or letters supplied by the organizers shall be displayed on the underside of the right wing with their top towards the leading edge .

## 5. TAKE-OFF METHODS

### Foot launch from hill sites

#### Take-off sites:

Emerger Alm 1720 m MSL, grassy set-up area. Paved road to the take-off.  
Coordinates: N 46°46'21", E 013°08'59".

The "open window" take-off system will be used.

Ordered set up and free launching, on two lines and three launch points will be used.

Priority set up for the best 25 pilots of the overall results, on the first competition day the World ranking list will be used.

Pilots in launch lanes must be completely ready and intending to launch. Pilots who are ready and who wish to move into a launch lane must give their pilot number to their lane official, who will be recording the launch order for fairness.

The take off "push" system will be used. Only pilots ready to take off in launch lanes are allowed to push. **(2.24.6)**

In the event of dangerous overcrowding in the air around launch the competition director (or launch or safety director) may close the launch temporarily until congestion has eased.

The minimum period of time that the launch window will remain open for the day to be considered valid is 45 seconds per pilot divided by the number of launch points that can be used. **(2.27.1)**

General Daily Schedule: (all times subject to alteration)

08.45	Team Leader Briefing at HQ – review of previous day, weather information
09.15	Transport to take-off
10.15	TAC and Safety Committee meeting on launch
11.00	Pilot task and weather briefing on launch
11.30	Launch window open

## 6. WAY POINTS

Cylinder starts will be used and these may be either entry or exit. The type of start and the cylinder radius may vary from task and will be specified at each task briefing. **(1.6.7.10)**

Turn points will be cylinders of 400 m radius, unless otherwise specified at the task briefing. **(1.6.8)** In the interest of safety, a turn direction at turn points may be specified at the daily task briefing.

Goals will be a virtual line of 200 m on either side of the goal coordinates, unless otherwise specified at the task briefing. Wherever possible, there will also be a physical line with wind indicators at each end placed over the virtual line co-ordinates (or as close as possible to) as a flight reference for pilots. The goal marshal will record the order of the first 15 gliders crossing the physical line to aid the scorer. In the event of a dispute the finishing order as recorded by the goal marshal will take precedence over GPS tracklog.

If goal cylinder or goal line will be used, this will be announced in the daily briefing and written on the task board.

## 7. LAUNCHING AND REFLIGHTS

Competitors will be allowed one take-off only to attempt the task within the stated take-off period

Marshals will be in the start lanes to carry out checks, which all pilots must allow them to do. At no stage is a pilot permitted to launch without having been given permission by the launch director, who is present at his/her lane.

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 number of take-offs. Pilots must report to the Start Marshal before the second take-off attempt **(2.28.1)**

In the interest of safety all pilots who intend to fly for the day must sign a SIGN IN sheet before launching (this will be up at launch) and also sign out again at HQ after the task, also if the task has been stopped. Penalty points may be applied for failure to follow this rule

## 8. CHAMPIONSHIP TASKS

### Task period

Times of launch window open for take-off and times for closing of the launch window, turn points, any window extension policy and last landing will be displayed in writing on the task board.

Types of flight in accordance with S7A, paragraphs **1.6.5 and 1.6.6**

Collision avoidance. A daily turn direction will be used – left turns will be used on odd task number days, right turns on even task number days.

## 9. SCORING AND FLIGHT VERIFICATION

Scoring will be done according to the Race scoring programme and the GAP 2002 scoring formula **(2.32.2)**. The GAP parameters will be announced on the first team leader briefing. GPS set up: WGS 84, hddd,mm,mmm (degrees, minutes, decimal minutes), offset: + 02.00 (hours)

GPS track log evidence is the only way to verify and provide data for flights. The track logs of two or more GPS's together may be used to provide a required track log. To be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code, chapter 16. **(16.2.2)**

Team scoring: For each task the highest scoring 50% of the maximum men's team size will score for each team but this number shall not be less than three. All women entered in the championship will also be eligible to score within these limits. The scores of teams with fewer pilots shall be the scores of participating pilots. **(2008 Plenary decision)**

### Scoring a stopped task.

A task which has been stopped, shall be scored if at least 2 hours have elapsed since the first valid start was taken by a pilot or if at least one pilot is in goal. The distance will be scored from the GPS track log at a time equal to one start interval before the time the task was stopped in an elapsed time speedrun; in a race to goal this time will be 15 minutes. If this time reduction happens to take the time back under the mandatory 2 hours, the task will still be scored. **(2.17.10.4 amended 2008)**

Pilots in the air who have been notified that the task has definitely been stopped or cancelled are requested to open their harnesses and cycle their legs in the air to indicate to other pilots that the task has been stopped. Pilots who do this when the task has not been stopped or cancelled will be penalised at the meet director's discretion.

Each individual competitor is the best judge of what constitutes safe conditions for that competitor. Each pilot is completely responsible for his/her own safety at all times.

Pilots who fly on course before the start gate opens will be receive a time penalty of ten times the amount by which they started early, up to a maximum of 5 minutes early start. Any pilot starting earlier than 5 minutes before the specified start time will receive minimum distance only. **(2008 S7A rule)**

Each competitor is obliged to complete a landing verification form, sign out on the sign out list in the HQ after each flight and to submit it to the scorer before GPS track download.

Competitors must also report back and complete a landing verification form for stopped and cancelled tasks. If the task is cancelled before the start window is open, the competitors do not need to report back.

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score will change to take into account his average day-weighted scores of the whole meet, so the score will be adjusted after each task. The competition director may also award extra points. **(2.28.5)**

Pilots may use any model of GPS unit that is compatible with the flight verification software (CompeGPS) to be used at this event but must, as a minimum, fly with one 3D GPS. The compatible GPS are listed under: <http://www.compegps.com/?lang=0en&opcion=4> **5** or: [www.drachenflieger.at](http://www.drachenflieger.at)

Wrong statements made at registration, scoring and offences against the flying rules may result in exclusion from the competition.

## **10. PENALTIES (5.2)**

Cloud flying. Cloud flying is forbidden and un-sportsmanlike; it will be penalized by the meet director.

A specific report of cloud flying by at least 3 competitors from 2 different countries will be investigated by the meet director. Witnesses should press Mark/Enter when a pilot is going into a cloud. The 3D-GPS from the involved pilot will be checked.

Penalties will be in accordance with S7A, 2.17.8 **(2.17.8)**

False reports may result in removal from the competition of the reporting pilot(s).

Instructions from officials. Failure to follow directions from meet officials as soon as possible after they are given may result in penalties being applied at the meet director's discretion **(5.2.1 & 5.2.2)**



Abusive behaviour towards meet officials or other competitors will not be tolerated and penalties may be applied at the meet director's discretion (**Chapter 11**)

Reporting back late. For each task there will be a latest report back time stated for safety reasons. Pilots who have not notified organisers of their landing by this time will lose 10% of their day score for a first infringement, 50% for a 2<sup>nd</sup> infringement and will score zero for any further infringements (unless a reasonable explanation is offered as soon as possible to the meet director). Penalty points may also be given for late GPS downloads.

### **11. REST DAYS (2.21)**

The meet director may declare a rest day after not less than four days of consecutive flying, unless this is the last day of the competition.

After the fourth consecutive day of flying there will be an announcement that evening (and subsequent evenings) whether the following day is to be declared a rest day or not. The decision will be displayed at HQ.

### **12. COMPLAINTS AND PROTESTS**

The scorer shall publish provisional results in the evening of the day the task was flown. When this is not possible (e.g. after late retrievals), they will be published as close to 08.00 a.m. the next day as possible.

Competitors and team leaders are recommended to request correction of mistakes as soon as possible. A complaint in writing may be made to the meet director, preferably by the team leader to request a correction. The time limit for complaints is 09.00 a.m. on the day following the day when the task in question was flown or, if the provisional result are published later, one hour after publication of the provisional results.

If the complainant is not satisfied with the outcome, the team leader or pilot may make a protest in writing to the Meet Director or his deputy (See GS, chapter 5 and S7A, chapter 14).

The time limit for protests is 12 hours after publication of the provisional results or the results of the complaint, except that after the last competition task it is 2 hours.

The protest fee is 50 euros. It will be returned if the protest is upheld. **(2.4.7)**