



LOCAL REGULATIONS
FOR
1st FAI EUROPEAN PARAGLIDING ACCURACY CHAMPIONSHIPS

Niška Banja, Niš, Serbia
3rd to 10th August, 2008

ORGANISED ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

By Paragliding Club Grunf, Niš, Serbia
and NAC Serbia

Vazduhoplovni savez Srbije
Uzun Mirkova 4/I
11000 Beograd

SUPPORTED BY

Niška Banja Municipality

Programme

Training, Paraglider inspection	Sunday 3 rd August 2008
Registration: 4pm to 8pm	Sunday 3 rd August 2008
Opening Ceremony: after 8pm	Sunday 3 rd August 2008
General Competition Briefing & Mandatory safety briefing: 8am	Monday 4 th August 2008
Practice Task	Monday 4 th August 2008
Contest Flying Days (Daily Briefing 8am)	4 th – 9 th August 2008
Closing and Prize giving Ceremony: 6pm	9 th August 2008
	10 th August (reserve day)

HQ will be at Culture Center of Niska Banja

Officials

International Jury

President	Louise Joselyn (UK)
Member	Fabio Loro (Italy)
Member	Davor Novak (Croatia)

Competition Director	Uglješa Jondžić
Technical Director	Goran Vučković
Chief Judge	Nikki Spence
Event Judge	Curcic Dragan
Launch Marshal	Branislav Andjelković
Safety Director	Miroljub Janićijević
Meteorologist	Sentry of Airport Niš

Steward: Riikka Vilkuna, Sweden

Local Regulations

1	ENTRY	
1.1	The Championships are open to all European Member countries of FAI who may enter a team of pilots not exceeding 5 of one sex and 2 of the other sex. Maximum number of pilots is 120. In addition a maximum of six pilots from other continents will be accepted as guest pilots. These will be accepted in their order of application and receipt of payment. All entries must be made on the official Entry Form, signed by the NAC.	3.0
1.2	Applications, with fees paid, not received by the entry deadline may be refused. Entry fee will be 240 € per male pilot and 120€ per female pilot.	
1.3	The following NACs will pay their entry fee directly to CIVL/FAI account: Slovenia, Serbia and Bulgaria	7.1.3
2.	GENERAL COMPETITION RULES	
2.1	Registration The Registration office will be open from 4pm to 8pm on 3 rd August 2008. It will be at Culture center of Niska Banja. On arrival the team leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information.	2.12.1
2.2	Pilot documentation Pilot Registration Form Evidence of competitor's nationality Pilot's valid FAI Sporting licence Evidence of pilot qualification - Licence or IPPI card (para PRO4 recommended) Satisfactory evidence of glider airworthiness Certificate of personal accident insurance (third party liability insurance will be obtained by organiser for all competitors and officials) Signed Release of Liability document	2.12.1
2.3	Number of rounds There will be a maximum of 12 (twelve) full rounds completed within the time available. A minimum of three rounds must be completed to validate the competition.	2.4.7
2.4	Launch order A draw of teams will determine launch order. When the final round of the competition is called, pilots should launch in reverse order of their current competition position.	2.20.2 2.20.2.1
2.5	The organisers shall provide numbers for each pilot which should be displayed prominently, on the lower leg, with number facing forward. This will be confirmed at registration. The organiser shall also provide a small sticker number for each paraglider's front line.	2.11
3	REST DAYS The organizers will announce the policy on rest days during the competition after 8 rounds are completed.	2.19

4	<p>PILOT BRIEFINGS</p> <p>There will be a daily briefing for pilots and team leaders each morning at 8 am, unless otherwise specified by prior announcement, and notified on the Competition notice board. The Chief Judge, Safety Director and Steward should also attend. Briefings may be postponed or reconvened in the event of bad weather, and times will be announced and posted on the notice board. All pilots and other personnel should attend briefings promptly.</p>	2.14
5	<p>SITES & TAKE-OFF METHODS</p> <p>Foot Launch from hill sites.</p> <p>Niška Banja – N: 550 m, landing/target at 200 m NB. Launch is relatively shallow, but large enough to layout at least 6-8 gliders. Pilots must be experienced at nil wind take-offs</p> <p>Niška Banja – W: 500 m, landing/target at 200 m Launch is relatively small but enough to spread 3 gliders Landing field is football stadium close to town. Pilots must be experienced at landing at this type of location. Alternate landing is big meadow without obstacles. For further information see the website: www.epa2008.org .</p>	
7	<p>TAKE-OFF & LANDING</p>	
7.1	<p>Competitors must have good nil-wind as well as strong wind take-off skills. At the Launch Marshal's or Competition Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he/she appears unable to launch safely in wind and weather conditions that fall within operating limits.</p> <p>A failed take-off attempt or safety problem arising immediately after take-off (and which is not a result of pilot's poor pre-flight check) which results in a landing at take-off, or away from the target, will be eligible for a re-launch for that round.</p>	<p>2.21.1.1</p> <p>2.21.1</p>
7.2	<p>Competitors must fly in the published flying order, unless they have prior permission from the Launch Marshal.</p> <p>Pilots must have their competition number clearly visible, as instructed at registration, before each take off.</p> <p>Competitors not ready to fly in the established flying order when called forward to launch by the Launch Marshal, or who take off without the Launch Marshal's permission, will be liable to a maximum score.</p> <p>A pilot who is not present at launch will be marked ABS in the results of that round and a maximum score will be recorded.</p> <p>A pilot who did not fly will be indicated as DNF in the results for that round and a maximum score will be recorded.</p>	2.21.2
7.3	<p>The interval between launches will be a minimum of 1.5minutes between pilots, and may be adjusted by the Launch Marshal</p>	2.20.1

7.4	<p>Final Approach</p> <p>Competitors should be afforded a fair attempt at a target landing. They should have sufficient time during the flight to reach the target area directly from launch, to make a considered final approach to the target.</p> <p>The competitor is deemed to have started the final approach when, having turned to face the target, the Event Judge considers he/she has made a final commitment to making an approach to the target and is not expecting to have to make any significant changes of direction.</p> <p>Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.</p>	2.21.5
7.5	<p>Landing</p> <p>Competitors will be scored according to the distance in centimetres between the first point of ground contact and the edge of the dead centre disc to a maximum score of 1000cm.</p> <p>The Measuring Field will have clearly marked circles set at 0.5 m, 2.5 m, 5 m and 10 m.</p> <p>Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitor falls.</p> <p>Falling is defined as: any other part of the body or flying equipment (including any part of the harness, but excluding speed bar or foot strap) touches the ground before the feet do, or before the wing touches the ground.</p> <p>If a competitor lands with both feet together and the first point of contact cannot be determined, then the furthest point of the footprint is measured.</p>	5.1.1
7.6	The maximum wind speed at the target for the purposes of scoring is 7 m/s.	2.21.7
7.7	<p>Signals</p> <p>The official signal for pilots in the air to fly away from the target for safety reasons will be the waving of a red signal flag by an official in the measuring field.</p>	2.21.4
8	<p>PRE-FLIERS</p> <p>The official Championships pre-fliers will be notified to all pilots at the first competition briefing. They will be experienced pilots familiar with the local sites, who understand the importance of their role in the Championships. They will not be competitors.</p> <p>Pre-fliers will fly after significant periods of stand down of 1 hour or more.</p>	8
9	SCORING	
9.1	<p>Individual scores shall be an aggregate of all scores achieved by that competitor. When five or more valid rounds are completed, the worst score is dropped.</p> <p>The winner shall be the pilot gaining the lowest aggregate score across all the rounds flown in the Competition.</p> <p>Providing there are at least 8 women pilots from three countries competing, individual Gold, Silver & Bronze FAI medals will be awarded in the female class.</p>	5.2.3

9.2	Each nation's team score for each round will be calculated as the aggregate score of the best four scores of the team. There is no dropping of the worst score in team scoring. If any nation has less than four competitors, then a maximum score will be awarded to the team for each round for each of the scores for which there is no competitor.	5.2.4 5.2.4.1
	As soon as is practical at the end of the round, the recorder will post the scores on the main notice board. These will be marked Provisional, with the posting time and date clearly visible. Any complaint against the Provisional scores must be lodged within 2 hours of the scores being posted, except for the final round, when complaints must be lodged within 1 hour.	5.2.6
9.4	Penalties Dangerous flying: First offence: strong warning. Second offence: maximum score for the round. Third offence: exclusion from the competition. The Chief Judge and Launch Marshall shall liaise with the Safety Director and the Competition Director to report incidences of dangerous flying. Other rule infringements: As for dangerous flying.	5.3
10	JUDGING	
10.1	Judging Team The Chief Judge and Event Judge will be qualified persons appointed by the Championships organiser. They will have experience of Judging at international Paragliding Accuracy competitions and at least one will be a current paragliding accuracy pilot.	13.2.3
10.2	In addition there should be seven further suitably qualified members of the Judging team, plus a minimum of two reserves to allow for rotation of duties and relief. Judging team members can be from any nation, but there must be at least two nations represented in the Judging team at the target at any time.	13.2.4 13.2.5
10.3	All nominated Judges will be given a copy of the Judging Code (Section 7C) to which they must adhere. Any Judge may have his appointment revoked by the Chief Judge in conjunction with the Competition Director, if he/she fails to maintain the standards of the code, or are guilty of misdemeanors during the competition.	

10.4	<p>Video evidence.</p> <p>The organiser will provide video coverage of all competition landings, which will be available only in the case of a protest. If the organiser's video recording of a landing is not available or is inconclusive, this does not provide grounds for awarding a reflight. The protesting pilot must rely on evidence from witness statements.</p> <p>In the case where amateur video evidence is available when an official complaint is made, the Competition Director and Chief Judge reserve the right to choose whether and when to view that video evidence. The decision will be made on a case to case basis.</p> <p>Further information on the policy on video evidence will be provided at the first pilot and Team Leader briefing.</p> <p>The FAI appointed Jury may choose to accept video evidence as an aid to decision making. Such acceptance shall not create a precedent for subsequent protests.</p>	<p>2.6.8</p> <p>2.4.10.1</p>
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11	<p>SAFETY</p>	
11.1	<p>Safety Committee</p> <p>A Safety Director will be appointed and a Safety Committee formed. The Safety Director's responsibility will be to monitor all aspects of safety. These include but are not limited to:</p> <p>addressing all pilots at a specific safety briefing, attending all pilot briefings, checking the meteorological conditions and especially the wind speed at launch and target, checking pilot separation, liaison with Niš airport for air traffic, liaison with power company to ensure power line above launch is off, preventing pilots launching with unsafe equipment, collecting accident report, discussing any accidents with the Steward and presenting the conclusions at pilot briefings.</p> <p>The Safety Director in conjunction with the Competition Director may stop the competition for reasons of safety. Any decision taken by him will be reported to the Steward.</p> <p>He will have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.</p> <p>It is recommended the Safety Committee includes: Competition Director (or Deputy), Launch Marshal (or Deputy), senior member of Judging Team, minimum of two experienced pilots (one local, one visitor – they must be competitors).</p>	
11.2	<p>Emergency procedures</p> <p>One English speaking emergency doctor and one medical technician with proper equipment will be available at take off and a 4WD vehicle will be on site. An English-speaking ambulance crew, appropriately equipped, will be present at the target area.</p> <p>Expected response time for evacuation by ambulance to hospital (Clinic of Orthopaedics and Traumatology) at Niš is: 20 minutes. Transport time is app. 15 minutes. Helicopter is not required.</p>	2.6.5
12.1	<p>Operational regulations</p> <p>Air space will be reserved for the competition without restrictions.</p>	2.18.1

12.2	<p>RADIO TRANSCEIVERS</p> <p>Radios are allowed for communication between competitors and team leaders. Radios are not to be used for the purpose of providing advantageous competitive information or for coaching. Radios or other communication devices are not to be used during competition flights, other than for emergencies. Only frequencies allocated by the organisers may be used. The official frequency during the competition, used by the organising team will be: 146.675 MHz. The Safety radio frequency will be the same.</p> <p>Individual teams can choose their own VHF frequency, excluding those specified, within 144-146 MHz range. The above does not apply to ELTs incapable of voice transmission. The use of GPS systems during competition flights is permitted.</p>	2.21.1
13	<p>COMPLAINTS AND PROTESTS</p> <p>Complaints and Protests will be dealt with according to the procedures in Section 7C and General Section. A complaint may be made to the Competition Director or his deputy, preferably by the team leader. It should be made with the minimum delay and it will be dealt with expeditiously.</p> <p>If the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Director or his deputy. The time limit for protests is 2 hours after notification of the result of the complaint. The protest fee is €30. It will be returned if the protest is upheld.</p>	14.2
14	<p>Free flyers</p> <p>There will be no free-flying allowed from the Competition site in use, either during the competition or during a stand down, either by competition pilots or by free flyers, except at the end of the Competition day, when declared by the Launch Marshall/Competition Director .</p>	