



LOCAL REGULATIONS  
FOR

## **2nd FAI European Paragliding Accuracy Championships**

Inonu, Eskisehir, Turkiye

24th to 31st July, 2010

ORGANISED ON BEHALF OF THE  
FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE  
BY TURKISH AERONAUTICAL ASSOCIATION (NAC)

**APPROVED by CIVL Plenary 20th February, 2010**  
**Updated 27th February, 2010**

## Programme

|         |           |              |  |
|---------|-----------|--------------|--|
| 1st day | Saturday  | 24 July 2010 | Arrival of participants, Registration 2 p.m. to 6 p.m<br>Opening ceremony  |
| 2nd day | Sunday    | 25 July 2010 | General briefing and mandatory safety briefing 7:30 a.m.,<br>Official training flights from 9 a.m. to 11.30 a.m.<br>Start of competition |
| 3rd day | Monday    | 26 July 2010 | Daily briefing at 6.30 a.m. Competition flights  |
| 4th day | Tuesday   | 27 July 2010 | Daily briefing at 6.30 a.m., Competition flights   |
| 5th day | Wednesday | 28 July 2010 | Daily briefing at 6.30 a.m., Competition flights   |
| 6th day | Thursday  | 29 July 2010 | Daily briefing at 6.30 a.m., Competition flights   |
| 7th day | Friday    | 30 July 2010 | Daily briefing at 6.30 a.m., Competition flights   |
| 8th day | Saturday  | 31 July 2010 | Daily briefing at 6.30 a.m., Competition flights with last round started at latest at 10.30<br>Closing and prize giving ceremony         |

## OFFICIALS

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|----------------------|----------------------------|
| Competition Director | : Hakan CİCİ, TR           |
| Jury President       | : Riikka VILKUNA,SWE       |
| Jury Member          | : Uga Jondzic, SRB         |
| Jury Member          | : Nikki Spence, UK         |
| Steward              | : Violeta Masteikiene, LIT |
| Chief Judge          | : Ivaylo Bogomilov, BG     |
| Event Judge          | : Adem HASGÜL,TR           |
| Launch Marshal       | : Umut Akturk, TR          |
| Safety Director      | : Faruk Bozkurt, TR        |
| Meteorologist        | : Atakan ÇELEBİ,TR         |
| Press                | : İsmail ÇANAK, TR         |

## LOCAL REGULATIONS

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| 1   | <b>ENTRY</b>   |  |
| 1.1 | <p>The Championships are open to all Member and Associated 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 100.</p> <p>The NAC (Federation) should complete and return the <a href="#">NAC ENTRY FORM</a> by email to <a href="mailto:hakancici@hotmail.com">hakancici@hotmail.com</a></p> <p>Pilots selected by their NAC should complete the online <a href="#">PILOTS REGISTRATION FORM</a> on our website (www.pgeuropean2010turkiye.com)</p> <p>Final entry forms should arrive by <b>14 May 2010</b>, accompanied by payment of the full entry fee.</p> <p>If any places are still left unfilled on 14th May 2010, from 15th May 2010 until <b>18th Jun 2010</b>, entries will be accepted from suitably qualified pilots from other continental regions, who have submitted entry forms before entry deadline. Such entries will be accepted in WPRS order of 1st February 2010 order with one female pilot accepted for every 4 males accepted. Interested pilots should also use the online Pilots Registration Form and will be on waiting list for the final selection. This process continues until maximum number of pilots is reached.</p> |  |
| 1.2 | <p>Applications, with fees paid, not received by the entry deadline may be refused. Entry fee will be 250 € per male pilot and 40 € per female pilot, team leaders and other accompanying persons 150 €.</p> <p><u>Entry fee includes:</u></p> <ul style="list-style-type: none"> <li>- Transportations from HQ to hill</li> <li>- Lunch packet or meal</li> <li>- Competitions T-shirts</li> <li>- Competitor identification number and card</li> <li>- Free entry for swimming pool</li> <li>- Free internet in HQ</li> </ul>  |  |
| 1.3 | <p>Slovenia, Former Yugoslav Rep. of Macedonia , Serbia's NAC s will pay their entry fee directly to CIVL/FAI account:</p> <p><b>Credit Suisse Private Banking</b><br/> <b>Rue Du Lion d' Or 5-7</b><br/> <b>Case postale 2468</b><br/> <b>CH-1002 Lausanne</b><br/> <b>SWIFT / BIC Code : CRES CHZZ 10 A</b><br/> <b>Account name :Fédération Aéronautique Internationale</b><br/> <b>Account n for Euros exclusively: 0425 – 457968-32</b><br/> <b>IBAN code : CH31 0483 5045 7968 3200 0</b></p> <p>Entry fees from all other nations are to be paid in to the following account:<br/> <b>Company: Turkish Aeronautical Association</b><br/> <b>Adress: Ataturk Blv.No:33 06100 Opera-Ankara-Turkiye</b></p>  |  |

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|     | <b>Bank: Garanti Bank,Ulus Branch</b><br><b>IBAN: TR97 0006 2000 0120 0009 0999 40</b>   |  |
| 2.  | <b>GENERAL COMPETITION RULES</b>   |  |
| 2.1 | <b>Registration</b><br>The Registration office will be open from 2 pm to 6 pm on 24 th July 2010. 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. Equipment checks will be made by the organisers during the registration period to ensure all pilots are conforming to the rules on safety equipment. Pilots should make available for inspection their gliders, harnesses and associated equipment in the configuration in which they will be flown.  |  |
| 2.2 | <b>Pilot documentation</b><br>Pilot Registration Form<br>Evidence of competitor's nationality<br>Pilot's valid FAI Sporting licence<br>Evidence of pilot qualification (IPPI card Para Pro 4 stage minimum)<br>Satisfactory evidence of glider airworthiness<br>Certificate of personal accident insurance<br>Certificate of third party liability insurance<br>Signed Release of Liability document   |  |
| 2.3 | <b>Insurance</b><br>Each competitor must present necessary insurance certificates valid for Turkey. Organizer will not be responsible for this matter.<br><br><i>Individual accident insurance</i> is required from each competitor and minimum coverage for this insurance should not be less than 30.000 EURO.<br><br><i>Third party insurance</i> is required for each participating paraglider and the required coverage is 25.000 EURO.<br><br>Documentary proof of the insurance shall be made in English.<br>Competitors without the mentioned insurances will not be able to participate even in the training flights. |  |
| 2.4 | <b>Number of rounds</b><br>There will be a maximum of 12 (twelve) full rounds completed within the time available. A minimum of 3 (three) rounds must be completed to validate the competition.  |  |
| 2.5 | <b>Launch order</b><br>A draw of teams will determine launch order.<br>When the final round of the competition is called, pilots should launch in reverse order of their current competition position.   |  |
| 2.6 | 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.   |  |
| 3   | <b>REST DAYS</b><br>The organiser will announce the policy on rest day during the competition after 8 rounds are completed.  |  |
|     | <b>PILOT BRIEFINGS</b>   |  |

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| 4   | <p>There will be a daily briefing for team leaders each morning at 6.30 a.m., unless otherwise specified by prior announcement, and notified on the Competition notice board. The Chief Judge, Event Judge, Safety Director and Steward should also attend.</p> <p>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>  |  |
| 5   | <p><b>SITES &amp; TAKE-OFF METHODS</b><br/>Foot launch from hill sites.</p> <p><b>About the hill launch:</b> Championship will be organized in İnönü Eskişehir, Turkish Aeronautical Association (TAA) Training Center. İnönü Airfield is located 40 km west of Eskişehir. The elevation of airfield is 2765 feet and the elevation of hill is 3515 feet. This airfield is constructed in 1936 and is being used as training center for all types of air sports. In September 1997, Gliding Competitions of the 1<sup>st</sup> World Air Games were held here.</p> <p>This camp site is built in front of a range of hills extending approximately 15 kilometers in length and averaging 200 meters high. The hill take-offs from the hill nearby to the camp site, where the height is 230 meters.</p> <p><b>Hill Site :</b> Take-off location is 230 meters high from the landing place. Generally effective winds blow from north. The surface of the hill is smooth, the size of take-off spot is large enough for take-offs. There are no obscuring features around and it is suitable for helicopter landings as well. A windsock is available. Parking spaces for vehicles are also available.</p> <p><b>Distance of Take-Off Site :</b> 10 minutes drive from the base facilities and any type of vehicle can go up to every hill.</p> |  |
| 6   | Competitors must have good no-wind as well as strong wind take-off skills.   |  |
| 7   | <b>TAKE-OFF &amp; LANDING</b>  |  |
| 7.1 | <p>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>  |  |
| 7.2 | Competitors must fly in the published flying order, unless they have prior permission from the Launch Marshal. Pilots must have their competition number clearly visible, as instructed at registration, before each take off. 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. 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. A pilot who did not fly will be indicated as DNF in the results for that round and a maximum score will be recorded.   |  |
| 7.3 | The recommended launch interval would be 1,5 min, adjusted by the Launch Marshal. A Pilot can choose 90 second interval.   |  |
|     | <b>Final Approach</b>  |  |

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| 7.4 | 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. 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. Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.   |  |
| 7.5 | <b>Landing</b><br>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 1000 cm. The Measuring Field will have clearly marked circles set at 0.5 m, 2.5 m, 5 m and 10 m.<br>Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitor falls. 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. 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. |  |
| 7.6 | <b>The maximum wind speed at the target for the purposes of scoring is 7 m/s.</b>  |  |
| 7.7 | <b>Signals</b><br>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 someone in the measuring field.  |  |
| 8   | <b>PRE-FLIERS</b><br>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. Pre-fliers will fly after significant periods of stand down of 1 hour or more.   |  |
| 9   | <b>SCORING</b>   |  |
| 9.1 | 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. The winner shall be the pilot gaining the lowest aggregate score across all the rounds flown in the Competition. 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.   |  |
| 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.<br>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.<br>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  |  |

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|      | within 2 hours of the scores being posted, except for the final round, when complaints must be lodged within 1 hour.  |  |
| 9.4  | <p><b>Penalties</b></p> <p>Dangerous flying: First offence: strong warning. Second offence: maximum score for the round. Third offence: exclusion from the competition. The Chief Judge and Launch Marshal shall liaise with the Safety Director and the Competition Director to report incidences of dangerous flying. Other rule infringements: As for dangerous flying.</p>  |  |
| 10   | <b>JUDGING</b>  |  |
| 10.1 | <p><b>Judging Team</b></p> <p>The Chief Judge and Event Judge will be qualified persons in accordance with the Judging code and appointed by CIVL in accordance with organiser at least three months before the competition. They will have experience of Judging at international Paragliding Accuracy competitions and at least one will be a current paragliding accuracy pilot.</p>   |  |
| 10.2 | Judging team will consist of judges according to Judging code in Section 7C.  |  |
| 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><b>Video evidence</b></p> <p>The organiser will provide video coverage of all competition landings which will be available only if the jury decides to review it when dealing with a protest or the Chief Judge decides to review it on receipt of a complaint or by request of the Event Judge. 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. Further information on the policy on video evidence will be provided at the first pilot 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>   |  |
| 11   | <b>SAFETY</b>   |  |
| 11.1 | <p><b>Safety Committee</b></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: 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 İnönü airport for air traffic, 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. 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 Technical Director), Launch Marshal (or Deputy),, senior member of Judging Team, minimum of two experienced pilots (one local, one visitor – they must be competitors)</p> |  |
|      | <b>Emergency procedures</b>   |  |

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| 11.2 | During the competition there will be an English speaking doctor and ambulance, appropriately equipped, at the T.O and landing area.<br>Expected response time for evacuation by ambulance to hospital (Hospital in İnönü) is 2 minutes.  |  |
| 11.3 | <b>Helmets</b><br>All pilots must wear helmets certified to EN966 when flying. Pilots without such a helmet will not be permitted to fly.  |  |
| 11.4 | <b>Harness</b><br>A pilot's flying equipment shall not be modified such that built in safety features are adversely affected. Harnesses and back protectors shall be certified to EN 1651 and LTF09 standard or equivalent or harnesses must be fitted with a minimum level of 12cm thickness of suitable back protection where the suitability of back protection is to be assessed by the meet director. A minimum level must extend across the whole area from 15 cm above and below (measured on the inside of the curve) horizontal line passing through the centre of the curve of the harness.                                  |  |
| 12.1 | <b>Operational regulations:</b><br>Air space will be reserved for the competition without restrictions.  |  |
| 12.2 | <b>RADIO TRANSCEIVERS</b><br>Voice radio transmitters are allowed for reasons of safety and communication between the team leader and pilots. Radios are not to be used during competition flight for the purpose of providing advantageous competitive information or coaching a pilot.   |  |
| 13   | <b>COMPLAINTS AND PROTESTS</b><br>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.<br>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. |  |
| 14   | <b>FREE FLIERS</b><br>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 Marshal/Competition Director.   |  |
| 15   | <b>VISAS</b><br>You can find detailed information concerning visa requirements at the following website: <a href="http://www.e-tourismconsultant.com/visas-to-turkey.asp">www.e-tourismconsultant.com/visas-to-turkey.asp</a>  |  |

Hakan Cici  
Competition Director