

Local Regulations for the

11th FAI EUROPEAN PARAGLIDING CHAMPIONSHIP

(Approved BY CIVL Bureau 06.12.09)



EUROPEAN CHAMPIONSHIP

Abtenau, Austria 23rd May - 5th June 2010

organized by:



ON BEHALF OF THE FEDERATION AERONAUTIQUE INTERNATIONALE

CONTACTS:

Organizing NAC: Austrian AERO-CLUB, A 1040 Vienna, Prinz Eugen-Straße 12, tel. +43 1 5051028,

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These Local Regulations are to be used in conjunction with the **General Section** and **Section 7b**

of the **FAI Sporting Code**.

1. GENERAL

The purpose of the championship is to provide a good, safe and satisfying flying contest in order to determine the European paragliding champion and to strengthen the friendship among pilots and nations (Section 7b, 2.2).

2. PROGRAM

Registration:	Sunday 23 rd May , (10:00 - 20:00)
Unofficial training day with transport to take-off and limited retrieval:	23 rd May, 2010
Team leader briefing at the HQ:	Sunday 23 rd May (20:00)
Mandatory First aid training course and safety meeting:	Monday 24 th May (09:00)
Official training task:	Monday 24 th May, 2010
Opening ceremony:	Monday 24 th May, 2010 (19:00)
First competition briefing:	Tuesday 25 th May, 2010 (09:00)
Contest flying days:	Tuesday 25 th May - Saturday 5 th June 2010
Prize-giving, closing ceremony:	Saturday 5 th June 2010 (19:30)

TYPICAL DAILY SCHEDULE

(all times subject to alteration)

- 08:00 - Headquarters open
- 08:20 - Deadline for submitting protests for the previous day (see paragraph 9)
- 08:30 - Team leader briefing at the HQ
- 09:00 - Transport to take-off
- 10:00 - Meet Director / Task and Safety Committee meetings
- 10:30 - Pilots' briefing / Previous task official results / Task definition
- 11:00 - Take-off window opens
- 15:00 - Scoring office opens at the Headquarter
- 17:00 – Report back deadline - as soon as possible,
if landing is after deadline, then maximum 30 minutes after landing.
- 20:00- Scoring office closes
- 20:30 - Provisional results

3. OFFICIALS

General Organisation:	Stefan Brandlehner
Meet Director:	Peter Brandlehner
Safety Director:	Christian Quehenberger
Reception Board:	Christian Brandlehner
Take-Off / Goal Marshall:	Georg Auer
Scorer:	Jörg Exner, Hanjörg Miteregger
Transport and Retrieval:	Peter Reschreiter
Weather Forecast and radio control:	Thomas Brandlehner
Catering:	Walter Zehetner
Air Marshals and Pre-flyers:	Anton Kronreif
Material Handlings:	Walter Schmaranzer
Emergenc Coordinator:	Thomas Russegger
Headquarters Coordinators:	Petra Huber, Doris Stefal
Public and press Relations:	Sandra Nadine Rossner
Jury President:	Vitor Pinto (POR)
Jury members:	Kurt Meyer (GUA), Nicky Moss (GBR)
Steward:	Dr. Scott Torkelsen, Denmark

4. ENTRY

The Championship is open to all Member and Associated member countries of the FAI. European nations are invited to enter a basic team of 3 pilots plus one female pilot and up to two additional pilots if places will be available, for up to 6 pilots for each nation. The maximum number of entries is 150. The maximum number of pilots constituting a national team is 6.

Entries must be made on the Entry Forms that can be uploaded on the competition website (<http://em2010.ikarus-abtenau.at>).

The NAC (Federation) should complete and return the **NAC ENTRY FORM** by email to ikarus@ikarus-abtenau.at.

Pilots selected by their NAC should complete the online **PILOTS REGISTRATION FORM** on our website "<http://em2010.ikarus-abtenau.at>"

However, if individual pilots register online, the NAC's will still have to give the final confirmation on pilots registered for their national teams.

After checking the Entry Forms, the organization will send the Team Leader a message to confirm that it has received the Entry Form, along with instructions and bank details to pay the Entry Fees.

The registration of the entries will become effective only after the Entry Fees are paid.

The deadline for receiving the Entry Form for all pilots from all continents is the 31st March 2010, for a maximum of 6 pilots per nation

The deadline for receiving full payment of the Entry fees for European pilots is the 10th of April.

Pilots from other continents will have to pay within one week from their announced selection.

4.1. The Entry fee will be:

- **460 Euros** per pilot
- **250 Euros** for team leaders and/or assistants.

Entry fees for Slovenia, France and Germany are to be paid directly to the FAI at:

FAI bank account details:

Credit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH- 1002 Lausanne

Switzerland

Account name: **Fédération Aéronautique Internationale**

Account Number (**Euro**): 0425-457968-32

IBAN: CHF 31 04830 5045 7968 3200 0

SWIFT/BIC Code: CRES CHZZ 10A

Entry fees from all other nations are to be paid in to the following account:

Company: **FSC Ikarus Abtenau**

Adress: A 5441 Abtenau, Markt 200

Bank: Raiffeisenbank Abtenau, A 5441 Abtenau, Markt 49, BLZ 35001

IBAN: AT70 35001 000 000 43570

BIC: RVSAAT2S001 (Swift)

4.2. The Entry fee includes:

Transport to take-off and retrieve for all registered pilots during all competition days,

GPS download coordinates,

Competitor and glider identification numbers,

Color map with turnpoints and restricted areas marked on the map,

ID card.

Lunch package, water

Competition t-shirt,

Tickets to all championship events, dinners and parties,

Free internet access at the HQ (WiFi),
GPS control and task scoring
Emergency rescue and first aid medical service

4.3. Refunds

Entry fees will not be refunded to excluded or disqualified competitors.

Cancellations before April 10th 2010 are 80% refundable minus all fees and charges for transfers and bank commissions.

Cancellations received after April 10th 2010 will not be refunded.

4.4. SELECTION PROCEDURES

The minimum requirements for a pilot to enter this Championship is either:

- being ranked in the top 1000 of the WPRS in the last 3 years

The WPRS taken into account will be the one available on the 1st of February 2010 at

<http://www.fai.org/paragliding/rankings/>

- having flown in FAI sanctioned competition(s) with over 45 pilots, 2 flights over 70 km, or 2 flights achieving goal at over 60 km within the last 3 years on or before 1st February 2010.

These flights must be submitted to the CIVL competition coordinator

[\(civil_comps@fai.org\)](mailto:civil_comps@fai.org).

Basic nations allocation

3 pilots of any gender + one female pilot from the European continent

Re-allocation procedure

If places are left unfilled after 31st March 2010 further places will be allocated to European nations in order from the top ranked nation in the WPRS on 1st February 2010 down to the last ranked nation; if any places are still available the process will start at the top again and continue until a maximum of 6 pilots per team is reached. If any places are still left unfilled on 23rd April 2010, from 24th April 2010 until 15th May 2010, 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 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.

The host nation shall have the opportunity to enter the same number of pilots as the top ranked nation, providing all pilots meet the entry criteria stipulated in Section 7b 3.2.2 of the FAI Sporting Code and the Local Regulations.

5. INSURANCE

Documentary proof in English of insurance covering public liability risk to the value of € 1,600.000 must be presented to the organizers before the start of the championship.

Competitors are strongly advised to take out personal accident insurance.

Austrian insurance company will provide a specific insurance, for the pilots who require it (third party liability, min. coverage € 1,600.000)

6. REGISTRATION

The official registration date will be on:

- Sunday 23rd May 2010 from 10:00 to 20:00,

On arrival, the team leaders and pilots (complete team) shall report to the Headquarters Registration Office to have their documents checked, to receive any extra information and to sign the Waiver Declaration and the Safety Form. The end of the official registration period is considered to be the official start of the championship.

The following documents are required:

- evidence of competitor´s nationality
- a valid FAI Sporting License,
- satisfactory evidence of glider airworthiness and line strength certificate
- Certificate of Insurance as detailed

Each competitor will be requested to sign:

- the Waiver Declaration (agreement on release of liability),
- the Safety Form (updated informations, medical conditions –allergies - and contacts in Abtenau and at home)

Attention!

The first aid training course and safety meeting which will take part in Main HQ on Monday 24th May 2010 at 09:00 is mandatory. Pilots who do not attend this meeting will not be permitted to compete in the PG European Championships in 2010.

7. HELMETS

All pilots must wear helmets certified to EN966 when flying.

8. REST DAY

After 6 consecutive flying days there will be one rest day, unless it is the last day of the competition. (Section 7b, 2.22)

9. COMPLAINTS AND PROTESTS

A complaint may be made to the meeting director by the team leader in writing, to request a correction. It should be made at the latest 2 hours after publication of the provisional results. It will be dealt with expeditiously.

If the complainant is not satisfied with the outcome, the team leader may submit a protest in writing to the Meet Director who will present it to the Jury President without delay.

The time limit for submitting protests is 10 hours after the outcome of the complaint is announced, except for the last contest task. For the last task the time limit is one hour after provisional results are published for complaints and 2 hours for protests. The protest fee is 50,- EUR. It will be returned if the protest is upheld (Section 7b, 2.5.6).

10. TAKE-OFF METHODS

Foot launch from hill site

Main take off – Trattberg, 47°38'16.64"N / 13°15'56.65"E

Height above sea level 1.758 m

Height above valley 1.008 m

Take off direction SE – S – W - NW

Surface grass

Size about 200 x 200 m

Ballast water available at take off

No Power lines or hazards

Helicopter landig space at Take off

Car park about 150 vehicles capacity

Telephone cellular mobile only

Refreshment available

Toilettes within 10 walking minutes from take off

Access 10 walking minutes from car park

Distance from HQ 50 min. / 25 km paved road from Abtenau

Transport to take off by bus and mini bus

Take off Bischlinghöhe: 47°27'46.98"N / 13°17'50.77"E

Height about sea level: 1.832 m

Height about valley: 899 m

Take off directions: E, S – NW

Surface: grass

Size: about 60 x 35 m

Ballast water: available at take off

Helicopter landing space: at take off

Telephone: cellular mobile only

Refreshment and toilets: Restaurant at take off

Access: 1 min from gondola station

Distance from HQ: 30 min/ 42 km paved road from Abtenau

Transport to take off: by bus and mini bus & gondola

Due to the many thermal alternatives one of the most popular flying sites in the Salzburg area.

Other appropriate sites may be used by the Meet Director, after consultation with the Steward.

10.1. Ordered Launch

If necessary, an ordered launch method will be used.

Until first valid task is obtained:

The priority at take off will be based on the current WPRS.

Following days:

The competition ranking will be used. In any case, the top 15 male pilots and top 5 female pilots will have the right to enter the take-off area whenever they wish.

10.2. Take-Off Area

During the competition, the take-off area will be reserved for the pilots, by the meet director authorized media and identified staff personal. The public in general will be kept in a specific area.

11. RE-TAKEOFF

Re-takeoff is not permitted.

12. TASK PERIOD

The task board at take-off will show:

- the time the take-off window opens and closes,
- the time the start gate opens,
- any modification of the take-off window and start gate times,
- the start cylinder radius,

- the turn points,
- the task deadline,
- the ultimate landing report time.

The minimum period of time that the launch window must remain open for the day to be considered valid is based on the number of launch points available with 30 seconds of safe launch conditions per competitor.

13. MAXIMUM WIND SPEED

No task will be set with an average wind speed above **7 m/s** at launch. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

14. RADIO TRANSCEIVERS

It is mandatory that every pilot has a functional radio using the competition frequencies. Radio transmitters are permitted for communication between competitors, drivers and team leaders and between them and the organizers. Only frequencies allocated by the organizers and allowed by the Austrian law may be used.

For safety reasons it is mandatory that one pilot or team leader monitors the safety frequency for his team at all times during the competition task.

14.1. Frequencies

Safety frequency is 146.325 MHz.

Voice activated transmissions (VOX operated) are not permitted.

At the registration, each team must communicate frequency to the organizers.

The use of mobile telephones for retrievals and landing reports is highly recommended.

15. SCORING

For scoring, FS scoring program will be used and scoring formula will be GAP 2008.

GAP Parameters and scoring options to be used: will be announced in writing and posted on the bulletin board after the first team leader briefing. Some scoring options may be decided for individual tasks and announced at task briefings.

GPS track log evidence is the only way to verify and provide data for flights. The track logs of two or more GPS units 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 7b of the FAI Sporting Code, chapter 15

Each pilot must, as a minimum, fly with one 3D GPS device. Only types of GPS devices

that are supported by FS/GPSDump will be accepted. Backup GPS are mandatory to be 3D.

A pilot who lands (or limits his flight) to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case. (Section 7b, 5.4.1)

Pilots leaving before the start gate opened, are awarded minimum distance points.

Pilots must fill in landing and safety forms after each flight to receive valid scores for the day.

The Meet Director has the power to stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety.

The GPS map datum is WGS 84 and the format to be used is hddd,mm.mmm' (degrees, minutes, decimal minutes), time offset of Austria : + 02.00 (hours).

15.1. Competition altitude limits and controlled airspace

Competition Altitude Limits will be shown on the competition maps and all restricted areas will be clearly marked. Altitude from the pilot's track log will be checked using barometric altitude using the standard pressure setting of 1013.25hPa and verified using the scoring software. Primary units will be meters.

It is the pilot's responsibility to understand whether his instruments record and/or display barometric or GPS altitude, or both, and what corrections are made automatically. He must ensure his instruments are set correctly before he flies. A QNH pressure altitude for the day, with corresponding height, will be posted on the Task Board each day.

See Annex on Altitude Verification for further information

Penalties for verified infractions of controlled airspace or competition altitude limits will be applied as per Section **7B 2.29.2.1 & 2.29.2.2**

15.2. Team Scoring

The team score calculation is the daily sum of the score of the 2 best pilot scores from the entire team on each task. (Section 7b, 5.2.5)

16. PENALTIES

Penalties for rule violations other than what is already in Section 7b 5.7.3 will be announced at the Team Leader briefing by the Meet Director.

17. THERMALLING

All pilots must read, understand and follow chapter 17 in Section 7b, Thermalling Rules and Techniques. Pilots must turn left on odd days and right on even days between the launch and start gate, or as stated at the daily briefing.

18. NUMBERS

The numbers supplied by the organisers shall be placed under the centre of the wing, top towards the leading edge.

World Cup numbers will be accepted – other numbers will be given at the registration.

The height of the numbers is minimum 40 cm and 4 cm in line width. (Section 7b 2.13)

19. GOAL PROCEDURE

The goal will be either a cylinder for the end of speed section, size & position to be decided by the task setting committee and - a 400m cylinder - or a line for the end of task.

The crossing/entering of the end of task line/cylinder is controlled by GPS track log.

Cylinder: Time is taken at the entry to the cylinder.

ANNEX ON ALTITUDE VERIFICATION

Introduction

For the purposes of altitude verification, the scorers will group GPS instruments into three broad categories:

Group 1: Instruments incorporating a pressure sensor to be able to record and/or display barometric altitude. (Some may also display GPS altitude)

Group 2: Instruments recording only GPS altitude

Group 3: Instruments (primarily Garmins) that incorporate a pressure sensor, such that the recorded altitude is a continuous updated combination of GPS height and barometric altitude.

Pilots should be aware of which altitude(s) each of his GPS units records and displays. Note that in some instruments there will be a difference between the pressure altitude height and the height displayed in flight. This can be up to 200 to 300m on a high-pressure, hot day.

GPS set-up

Group 1:

All the barometric instruments should be set at the task briefing, either with the predicted QNH for the day or with the take-off height (which then calculates the QNH automatically), displayed on the task board. It is highly recommended to set alti2 (if available) to QNE (1013.25hPa).

Group 2:

No special set-up. Pilots flying with GPS-only altitude units should be aware that there can be a difference between barometric and GPS altitude of up to 200 to 300m.

Group 3:

The auto-calibrate function must be switched off. And the unit must be calibrated to launch height or QNH taken from the task board.

Note: Restricted airspace will be indicated on maps provided.

Verification by Scorers (Using FSflight, SeeYou and CompeGPS)

To verify infractions of competition altitude limits, track log altitude data will be standardised using standard barometric altitude (Pressure Altitude) of 1013.25hPa.

Group 1:

Typically, all the Flytec/Brauniger instruments (Group 1) will download correctly and the Pressure Altitude will be recorded in the kml and igr track log.

Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers ($1013.25 - \text{QNH} * 27\text{ft/hPa}$) to derive the actual (standardised) flight altitude.

Group 2:

Pilots with instruments recording GPS-only altitude: The difference between the GPS altitude and the pressure altitude will be derived by referencing track(s) from an instrument used on that task that gives both measures (eg Compeo+/6030). The pilot's GPS altitude will be adjusted using this difference. For some units, the scorers may have to factor in the ellipsoid/geoid difference as well.

Group 3:

Due to the nature of these instruments, it is essential that the auto-calibrate function is switched off, thereby recording true barometric altitude. They will be treated the same as Group 1 instruments. It is recommended that pilots flying with an instrument in this group, fly with a back-up GPS from another group. Pilots flying with only Garmins are likely to be subject to greater scrutiny and more frequent altitude checks.