

LOCAL REGULATIONS FOR
EUROPEAN, CLASS 1, HANG GLIDING CHAMPIONSHIP
15th FAI EUROPEAN HANG GLIDING CHAMPIONSHIP
OPATIJA – ROČ – CROATIA



At Kvarner and Istra location

On JUNE from 16th to 29th 2006.

ORGANISED BY THE CROATIAN AERONAUTICAL FEDERATION AND FREE FLYING CLUB " HOMO VOLANS" FROM OPATIJA

**ON BEHALF OF THE
 FÉDÉRATION AÉRONAUTIQUE
 INTERNATIONALE**

Address of the organising National Aero Club:

CROATIAN AERONAUTICAL FEDERATION
 DALMATINSKA 12
 10 000 ZAGREB
 HR – CROATIA
 e-mail: info@caf.hr
 web: www.caf.hr

Address to which any correspondence should be sent in advance of the event:

KLUB ZA SLOBODNO LETENJE " HOMO VOLANS "
 NOVA CESTA 136
 51410 OPATIJA
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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 champion in each Class and to reinforce friendship amongst pilots and nations. **(2.2)**

B. PROGRAMME

Training.....	June 13 th to 16 th 2006.
Registration.....	June 15 th 2006. at 08.00 to 23.00
Registration.....	June 16 th 2006. at 08.00 to 15.00
Registration deadline	June 16 th 2006. at 15.00
Mandatory Safety Briefing.....	June 16 th 2006. at 15.15 to 17.00
Opening Ceremony.....	June 16 th 2006. at 19.00
First Competition Briefing.....	June 17 th 2006 at 09.00
Contest Flying Days.....	June 17 th to 29 th 2006.
Closing & Prize Giving Ceremony.....	June 29 th 2006. at 10.00

C. OFFICIALS

Competition Director	Davor Novak
Deputy competition Director.....	Zlatko Vukicevic
Safety Director	Zlato Vanic
Organisation Director	Zlatko Vukicevic
Deputy Organisation Director.....	Jean Pierre Kovacevic
Competition Office Manager	Djurdjica Markovic
Meteorologist	Nebojsa Subanovic
Take-off marshal	Srecko Skurjeni
Goal marshal.....	Jean Pierre Kovacevic
Scoring.....	Tomislav Ceraj
Scoring.....	Dalibor Blazevic
Doctor	Zoran Herljevic
Transport Manager.....	Mirko Roland
International Jury	President:
	Members:
	Members:
	Stewards:

1. ENTRY

- 1.1** The Championship is open to all Member and Associated Member countries of the FAI who may enter any number of pilots not exceeding six and two additional women. **(2.9.1)**. The 6 will be those pilots (of any gender) who qualify for their national team in open selection. **(2.9.3)**
- 1.2** Entries must be made on the official Entry Form.
The entry deadline is April 30th 2006.
- 1.3** The entry fee is 400 EUR per pilot and 200 EUR per team leader or assistant.
For late entry fee payment (after the entry deadline) 20 % surcharge will be applied.

For the above mentioned fee the organiser will conduct the Championships and provide:

- Launch package during every competition flying day
- Maps and official documents
- Competitor and glider identification materials.
- Entrance to the opening ceremony, welcome party and closing ceremony
- Transportation to take off site & retrieval (from roads only) to headquarters will be arranged only for pilots or national teams who send request with exactly number of pilots to the organizer of the competition until **April 30th 2006**, otherwise transportation will not be provided.

1.4 Payments to the following bank:

ZAGREBACKA BANKA d.d.
 PROMLINSKA 2
 10 000 ZAGREB
 HR – CROATIA
 Swift : ZABA HR2X
 Account name : Klub za slobodno letenje “ HOMO VOLANS “
 Account : 21 0027 4063

1.5 Applications, with fees paid, not received by the entry deadline may be refused.

1.6 The following NAC's will pay their entry fee directly to the CIVL/FAI account (please remit, in Swiss Francs)
 - Germany , Italy , France (7.1.3)

The FAI account details are:
 Credit Suisse Private Banking
 Rue du Lion d'Or 5-7
 Case postale 2468
 CH-1002 Lausanne
 Switzerland
 SWIFT code : CRES CHZZ 10A
 IBAN code: CH83 0442 5045 7968 3100 0
 Account name : Federation Aeronautique Internationale
 Account number: (CHF) 0425-457968-31

1.7 To be valid the championship must have not less than 8 participants representing not less than 3 countries with entry fees paid and available to fly on the first day. **(2.4.3)**

1.8 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 scoring formulas. **(2.4.6.1)**

1.9 There will be no cut during the championship

1.10 Documentary proof of insurance in English language for insurance against third party liability for minimum limit of 200.000 euro shall be made available to the organizers before starting to fly from the competition sites.

1.11 Every competitor will be requested to sign waiver (agreement on release of liability) before starting to fly from the competition sites.

2. GENERAL COMPETITION RULES

2.1 REGISTRATION

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

2.2 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)**
- Certificate of Insurance
- Address and phone number at home
- Address and phone number in CROATIA
- GPS of each competitor for registration

2.3 The registration office will be at Roc (GPS coordinates: E: 014 02 691, N: 45 23 693)and will be open on:

- June 15 th 2006 08:00 h – 23:00
- June 16 th 2006 08:00 h – 15:00

2.4 At the first team leader briefing task advisory and safety committees will be chosen. – at 09.00 on Jun 17th 2006. **(2.6.3 and 2.6.4)**

3. EQUIPMENT

3.1 Hang Gliders, Class 1 according section 7 FAI Sporting Code

3.2 COMMUNICATION EQUIPMENT

For safety reasons radio receivers are mandatory **(2.20.9)** Radio transceivers/receivers should be on FM in range 144.000 to 146.000 MHz and are permitted. The exact frequencies of the organisation will be published on the first briefing. All pilots and crews are requested to submit their mobile telephone numbers to the competition director. This information will be used by the competition director for safety and other purposes.

3.3 CONTEST NUMBERS

The number supplied by the organizer must be displayed on the front side of the leading edge.

4. TAKE-OFF METHODS

4.1 Foot launch from hill sites

4.2 START SYSTEM

Open window

4.3 The take off "PUSH" system will be used. **(2.27.6)**

4.4 TAKE-OFF SITES:

Take-off No. 1, SOUTH, Raspadalica 550 m ASL.

Take-off No. 2 WEST, Brgud 850 m ASL.

Take-off No. 3 NORTH, Zbevnica 950 m ASL.

4.5 In a case of dangerous overcrowding in the air the competition director may close the launch temporary until congestion has ceased.

4.6 COLLISION AVOIDANCE

The direction of turning at the take off and start gate area will be specified on every flying day. The turn direction will be announced at the briefing and will be published on the task board.

4.7 RETAKE-OFF

Competitor will be allowed one take-off to attempt per task within the stated take off period. A failed take off attempt or safety problem arising immediately after take-off which results in landing will not count as one of the permitted number of take offs.

Pilots must report to the Start Marshall before second take off attempt.

5. CHAMPIONSHIP TASKS

5.1 TYPE OF TASKS

Elapsed time, Race to goal and Open distance

5.2 TASK PERIOD

Times of window open for take-off and time for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing.

The minimum period of time that the launch window will remain open for the day to be considered valid is: 45 seconds per pilot. The launch window will be considered adequate if the amount of safe launchable time available

exceeds the designated minimum time or if 90% of the pilots registered for the championship and present at the launch site have launched. **(2.27.1)**

5.3 WAYPOINTS

- Start cylinder

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

- Turn points

Turn Points will be cylinders of 400 m radius unless otherwise specified at the task briefing **(1.6.8)**

- Goal

The GOAL will be virtual with the physical mark. The Goal will be marked with white stripes (1 x 20 m) which form a dotted line 100 m. long. The middle of the line (center of goal cylinder) will be marked with additional vertical line, also 20 m. long. The goal is reached when the glider crosses a VIRTUAL line in flight. Only GPS data about the time when contestant reached goal will be used. Ground crew, which will monitor the arrivals, will be there for safety and keeping order.

6. SCORING AND FLIGHT VERIFICATION

- 6.1** Scoring will be done according to the GAP scoring system. GAP parameters will be announced at the first team leader briefing **(2.32.2)**

- 6.2** GPS track log evidence is the only way to verify and provide data for flights. The track logs of two 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)**

- 6.3** Team scoring. A team shall be determined from the total scores of the top 4 pilots calculated on each scoring day. The scores of teams with fewer pilots shall be the scores of participating pilots. **(2.32.4 & 14.3)**

- 6.4** Scoring a stopped task. A task which has been stopped but not cancelled shall be scored if 60 minutes have elapsed since the opening of the start cylinder. But only in case when the window was open at least for minimum time as determined in 5.2. **(2.20.10.4)**

- 6.5** 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. **(2.31.599)**

7. REST DAYS (2.2.4)

There will be a rest day. The policy will be in accordance with Section 7A.

8. MAXIMUM WIND SPEED

The maximum wind speed in which a task may be flown shall be 10 m/s = 36 km/h = 20 KTS = 22.5 MPh.

9. FLIGHT REPORT

Competitor is obliged to complete a flight report form and to submit it to organizer before GPS track download.

10. COMPLAINTS AND PROTESTS

The organiser shall publish provisional task results in the evening of the day the task was flown. If that's not possible (late retrievals), provisional task results will be published at 08.00 the next day.

Competitors are recommended to request correction of mistakes as soon as possible. A complaint in writing may be made to the Organiser, preferably by the team leader to request a correction.

The time limit for complaints is 09.00 on the day following the day when the task in question was flown.

If the complainant is not satisfied with the outcome, the team leader or pilot may make a protest in writing to the Competition Director or his deputy (See General Section chapter 5).

The time limit for protests is 01.00 hours after publication of the provisional results or the results of the complaint, except that after the last competition task it is 02.00 hours.

The protest fee is 50 euro. Fee will be returned if the protest is upheld.

(2.4.7)