

**18th FAI EUROPEAN CHAMPIONSHIP
CLASS 1 – HANG GLIDING
TURKEY 2012
LOCAL REGULATIONS**



EUROPEAN CHAMPIONSHIP

PLACE: KAYSERI, TURKEY
DATE: AUGUST 26th to SEPTEMBER 8th, 2012
ORGANISED BY: TALAS MUNICIPALITY AND TURK HAVA KURUMU

ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE- FAI

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

A. PURPOSE

The purpose of this Championship is to provide safe and fair contest flying in order to determine the **European Champions** in Class 1 and to reinforce friendship amongst pilots and nations.

B. PROGRAMME

Registration:

HQ (Talas Aviation Club Guest House) coordinates: N 38° 38'55,86" E 35° 35'2,13" (datum WGS 84)

- August 25th - 09:00 – 19:00
- August 26th - 09:00 – 19:00
- August 27th - 09:00 – 13:00

Sprog Measurement:

- August 24th - 13.00 – 17.00
- August 25th - 09.00 – 18.00
- August 26th - 09.00 – 17.00

Location to be announced.

Opening Ceremony: August 26th 19:00

Practice Days: August 26th (free flying) and 27th (task).

Mandatory Pilot Safety Briefing (at HQ):

- August 27th – sign-in at 8:45am to start at 9:00am
All pilots must attend this briefing in order to be allowed to fly in the competition (see pg. 6).

First Team Leader Briefing (at HQ): August 27th 19:00 (7pm).

Competition Flying Days: August 28th - September 7th

Closing Ceremony & Prize Giving: September 8th at 10:00 am

Daily Programme:

- 09:00 Team Leader Briefing
- 10:00 Departure to Take-off
- 11:30 Task Briefing
- 12:30 Competition Starts
- 18:30 Check in Report Deadline
- 19:00 GPS Download and Run Report
- 21:00 Provisional Results & Press Report

Notes: a) Competitors are reminded that they are expected to attend the Official Ceremonies (S7A 14.2.2)
b) The NOTAM dates are from August 22nd till September 9th. Competitors training before this need a special permission, at least one week before; please contact the organisation can in advance for help:

Adem Hasgül (Event Organizer)

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C. OFFICIALS

Meet Director (MD):	Hakan CİCİ
Deputy Meet Director:	Adem HASGÜL
Safety Director (SD):	Murat BAYÇORA
Deputy Safety Director:	Burhan MIHÇIÖKUR
Event Organizer:	Adem HASGÜL
Meteorologist:	Fatih KETEN
Transportation:	Fazıl ERKAN EROL
Scoring:	Harun Zafer ERTÜRK& Burhan ÖZBEY
Launch Director:	Heather MULL
Goal Marshal:	Uğur TAŞDEMİR
Competition Doctor:	Dr. Mustafa KAHRAMAN
Office Manager:	Hatice SEKMEN
Search-Team:	Erciyes University Climbing Team
Radio:	Gültekin LEKESİZ
PR:	Selçuk KILINÇ
FAI Jury President:	Flip KOETSIER
FAI Jury Member:	Stephane MALBOS
FAI Jury Member:	Davor NOVAK
FAI Steward:	Claudia MEJIA

1. ENTRY

The 18th FAI Hang Gliding European Championship is open to the European and European Associated Member Countries of the FAI who may enter any number of pilots holding a valid FAI sporting license in accordance with the following procedure, and up to the limits specified in 1.1.5.

1.1.1. Each NAC is invited initially to submit a team of up to six pilots (it may be any combination of males and females), plus two additional women, by **June 4th 2012**. A deposit of 100€ per pilot must be received by this date to reserve the places. Note that **June 4th** is the deadline for any nation to reserve its team places. NACs are also invited to submit a list of extra pilots –in order of preference– that they would like to be included in case extra allocation rounds are possible (see below).

1.1.2. If the total number of pilots registered, with deposits paid by June 4th 2012 does NOT exceed 150, a second allocation round –of 1 qualified pilot per registered team– shall be offered to the NACs, in descending order of the Nations WPRS Ranking list (June 1st 2012), to bring the total maximum number of pilots to 150. In this process, Turkey the host nation will be treated as equal to the highest ranked nation.

1.1.3. Pilots entered outside the maximum team size will not form part of it or score for it.

1.1.4. Any places that are still or become available will continue to be offered according to this allocation process until the deadline of **August 5th 2012**.

1.1.5. The maximum scoring team size for a country shall not exceed 8 pilots (6 general + 2 women).

1.1.6. The Organisation Committee will allow pilots from non-European countries to participate as guests. This registration process will start June 15th 2012.

1.2. Entries must be made on the official online entry form by the following registration dates:

1.2.1. NAC/Nations registrations – nomination of team of up to 6+2+ any additional pilots: June 4st 2012.

1.2.2. Deposit of 100€ per pilot must be paid by: June 4th 2012.

1.2.3. Second allocation round to begin right after June 4th 2012.

1.2.4. Guest pilots' (non-European countries) registration to begin June 15th 2012.

1.2.5. End of allocation rounds, confirmed pilot names and full registration payment by August 5th 2012

Payment in full for additional pilots is to be made within 20 days of offer, and by August 5th 2012 at the latest. Entry will be confirmed upon receipt of full payment.

1.3. Pilot entry fee is 400€ (four hundred); Team Leaders 20€ (twenty) and Assistants 100€ (one hundred).

1.3.1. If a pilot is not able to attend, the NAC may change the pilot's name or cancel the registration; and it should be done as soon as possible. Any pilot who has paid his Entry Fee and does not compete without having informed the organizers in writing, at least 1(one) month before the competition starts, will not be reimbursed. Any reimbursement requested by a NAC will be considered by the Organization Committee with, in any case, a minimal deduction of 50 euros, less than 2 (two) months before the competition starts. Pilots canceling their registration too late will not be reimbursed. Circumstances beyond the pilot's control will be considered by the Organization Committee.

1.4. Italy, Austria & Switzerland are to pay their entry fees, including those for any additional pilots, directly to the FAI:

Credit Suisse Private Banking
Rue du Lion d'Or 5 - 7
Case Postale 2468
CH - 1002 Lausanne - Switzerland

Account: **Fédération Aéronautique Internationale**
Account number (Euro): 0425-457968-32
IBAN Code: CH31 0483 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A

Receipt of payment (scan or fax) should be sent to:

alidagi@outdoorfestival.org or ademhasgul@yahoo.com FAX to + 90 352 437 59 36

2. GENERAL COMPETITION RULES

2.1. Pilot Qualifications

Qualification criteria for all pilots wishing to compete in a Category 1 competition are:

- Been ranked with at least 20 WPRS points in the Hang Gliding Class 1 ranking in the three years prior to the entry deadline of the Category 1 championship (before June 4th 2012).
- Participated in one or more FAI sanctioned competitions with at least 30 pilots during the three years prior to the Category 1 championship.

2.2. Requirements for Registration:

- A helmet certified to the EN 966 standard
- Evidence of competitor's nationality (passport)
- Pilot's valid FAI Sporting License
- Receipt for payment of entry fees by the closing date
- Satisfactory evidence of glider airworthiness in accordance with S7A 12.2.2.1 and 12.2.2.2.
- Glider sprog measurements in writing for comparison with the figures produced by the sprog measuring team.
- Certificate of Insurance (with English translation) to include medical, emergency rescue, repatriation, personal liability (flying) cover and third party liability (250.000€).
- One 3D GPS at least (3D backup strongly recommended too) with make, model and serial number available.
- Pilot's and assistant's mobile telephone numbers
- Receipt for payment of entry fees by the closing date
- Liability waiver properly filled out and signed (available in registration package).

NOTE: Prototype gliders will NOT be allowed in 2012 European HG Championships. (S7A 2.10)

Pilots with certified gliders will sign the "Certified Glider Statement" available on the registration package. Those with "uncertified gliders" will be responsible for providing the proper evidence (S7A 12.2.3.1 - .2).

2.3. Committees

During the first Team Leader briefing, Team Leaders will be asked to nominate name(s) for each of the Task and Safety Committees.

2.3.1. Task Advisory Committee (TAC)

Meet Director

Safety Director

Steward

3 Pilots (Elected by Team Leaders on First Team Leader Briefing at HQ – August 27th 19:00 [7pm])

The Task Committee will choose the task according to meteorological, technical and sportive criteria.

2.3.2. Safety Committee

A Safety Committee must be formed and shall include three (3) pilots elected by the Team Leaders on First Team Leader Briefing at HQ – August 27th 19:00 [7pm].

2.4. Briefings

The official language for the competition is English, which includes all briefings.

2.4.1. General Safety Briefing

It is mandatory for all competitors to attend this briefing in order to be allowed to fly the competition. The main information of this briefing will also be displayed on the official board and written copies will be available for further consultation. It will take place at HQ August 27th - 8.45am sign to start at 9:00am.

2.4.2. Team Leader Briefing

Communication between the organisers and competitors is, in addition to the pilot briefings, normally through the daily team leader meetings. Extra briefings may be held at the Director's initiative, but shall also be held within 18 hours if five or more team leaders request a meeting.

2.4.3. Task Briefing

The task briefing is held on take-off. All technical data specified during this briefing will be displayed on the task board as soon as possible. There must be enough time (usually 20 minutes) between task briefing and the window opening. Pilots must remain informed through the briefings or the task board.

Note: It is the Pilots' responsibility to keep up with and to listen to all announcements.

2.5. Flying and Safety Regulations

2.5.1. Pilot Reporting for Safety

All pilots have the responsibility to monitor the flying conditions and should report to their team leaders when conditions become unsafe on course. Team Leaders may then inform the MD.

2.5.2. Live Tracking System (LTS)

The organization will use a Live Tracking System; details will be announced on the web site on April 10th. It will either be a system with SIM cards or Live Tracking Devices. In case of the first option, the organization will provide the SIM cards and the pilots will be responsible for using them in flight. If the second option is used instead, the organization will provide the devices and the pilots will be responsible for using and carrying them in flight and giving them back –in good conditions– at the end.

2.5.3. Sprog Measurements

Throughout the competition, the sprog measurement team, will be doing random sprog checks either at goal or on takeoff. Penalties for sprog settings below the certified limit, with a one degree tolerance, will be set by the Meet Director. During registration, each Team Leader will provide a list for the CIVL Steward with all the measurements of the team and shall be responsible for assuring that the pilots, on his/her team, have their sprogs set within compliance.

On August 24th, 25th and 26th the Steward and/or a member of the measuring team will be available to train and support Team Leaders in sprog measuring (exact times will be announced) and the hall will be available (see times on pg. 2 – Programme) for teams to do own the measuring.

If needed, the CIVL will provide a measuring device for the Team Leader to use or each team can supply their own.

2.6. Rescue and Medical Services

Throughout the competition a doctor and an ambulance will be available at take-off and landing areas. Erciyes University Climbing Team will be ready to assist if a search is needed. For serious injuries, a helicopter will be available for fast transport to city hospitals; it will standby 5km from the take-off area.

3. WIND SPEED

The maximum wind speed in which a task shall be flown is 40km/hr including gusts, measured at launch.

4. EQUIPMENT

4.1. Communication Equipment

Radios (2m band) are mandatory. Pilots and their team leaders must be able to monitor the safety frequency during all tasks. Voice activated microphones (VOX operated) are prohibited. Only frequencies approved by the organisers may be used. All pilots and crew **MUST** submit their team frequencies and mobile telephone numbers; this information will be used by the MD or SD for safety purposes.

4.2. Helmets & Emergency Parachute

All pilots must fly with an EN966 certified helmet and a serviceable emergency parachute; otherwise, they will not be permitted to fly the task.

4.3. Competition Numbers

Numbers will be provided and are required to be on the undersurface of the right wing (number points towards leading edge). White numbers for pilots with a black or very dark undersurface will be available.

4.4. GPS

3D GPS track log is the only mean of flight verification permitted, combined with barographic height measurements depending on the instrument, see annex about height measurements for more information.

5. TAKE-OFF & TAKE-OFF METHODS

Ali Mt has three take-off sites for foot launching in different wind directions. They lie between 1700 and 1750m asl. In the summer, the general wind direction is W/NW.

GPS coordinates for the main take-off are: N 38° 40'5,35" / E 35° 32'45,72" (datum WGS 84)

HQ will be next to the main accommodation place and 25mins away from the main launching area. Transportation up to launch will be organized from HQ.

Launch method will be **ORDERED LAUNCH** and full details will be provided at the briefings prior to the beginning of the competition and published on the bulleting boards.

The “push” system will be used. Only pilots fully equipped, in their harnesses ready to take off and in the launch lane are allowed to push; he may not leave the launch line subsequently. Immediately, all pilots ahead of the “pusher” have 30 seconds, to decide whether to take-off or not, and then a further 30 seconds of launchable air to complete the take-off. A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. When the pushing pilot arrives at the take-off point he will **NOT** have any decision time, but must take-off within 30 seconds of launchable air or be scored zero for the task. No pilot may initiate another “push” in that lane until the current one has been completed. A pilot who decides not to take off in his turn may not subsequently “push” in that task. Penalties may apply for not adhering to such rules.

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

6. WAYPOINTS

6.1. Start Cylinders

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.

6.2. Turn Direction

A daily turn direction up to and in the start gate cylinder will be used and announced during the pilot briefing. Generally left turns will be used on odd task number days, and right turns on even task number days. Any changes will be announced during the briefing and published on the task board.

6.3. Turn Points

Turn Points will be cylinders of 400m radius unless otherwise specified at the task briefing. In the interest of safety, a turn direction at turn points may be specified at the daily task briefing. Pilots may not take a start gate again after taking a task turnpoint.

6.4. Start Gate Height Limits

Given the possibility of low cloud bases around a start gate, at any task briefing the Meet Director may specify an altitude limit for crossing the start line into the speed section of the task, i.e., either entering or exiting the start cylinder, depending upon the type of start used for that task. Penalties for infringements of these limits shall be:

$$\text{Penalty (in points)} = T \times H^2 \times (0.001 \times \text{Task Winner's Score})/100$$

$$H = \text{Pilot's height (in meters) above start limit, } T = \text{Reduction factor of } \frac{1}{2}$$

The maximum penalty that may be applied is equivalent to 50% of the task winner's score. Any pilot who does not supply a 3D track log for this section of the task will receive the maximum penalty for start height infringement. See appendix A at the end of the local regulations for extra information.

6.5. Goal

Goal (not the end of speed section) will be a virtual cylinder of 400m radius, centered on the goal coordinates, **unless otherwise specified at the task briefing**. Wherever possible, and merely as reference, there will be a physical line –with wind indicators at each end– placed over the coordinates and perpendicular to the virtual line from the last turn point.

All pilots who land at the goal field must report to the goal marshal to sign out.

7. LAUNCHING AND RE-FLIGHTS

7.1. Number of Starts

Normally, competitors will be allowed only one take-off attempt for every task within the stated take-off period; however, from the West and North launches, they will be allowed 2 take-offs if needed.

7.2. Failed Take-Off

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 Launch Marshal before the second take-off attempt.

7.3. Start Permission

Pilots may not enter the start lanes unless they are fully ready to fly. At no stage is a pilot permitted to launch without having been given permission by the launch director/marshal who is present at his/her lane. Staff will be in the start lanes to carry out checks, which all pilots must allow them to do.

7.4. Sign In & Sign Out

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 sheet at HQ or goal, after the task, even if the task has been stopped. Penalty points may be applied for failure to follow this rule.

7.5. Re-Flights

When taking off from the West and North launches, competitors will be allowed 2 take-offs if needed; however, the guidelines below must be followed:

The pilot did not take a start gate in the first flight and landed in the official landing area (make sure not to delete the first flight; for verification purposes). Official transport must be used and the last official bus will leave the Landing Area one hour before the window closes (IMPORTANT: gliders must be ready to load on the car before this, otherwise the pilots won't have enough time and will miss their last ride up). The time will be specified on the task board and more details will be provided at safety briefing.

8. TASK PERIOD

8.1. Timing

Task times will be displayed in writing on the task board (e.g. open window, start gates, close window, last landing, and report back). Any window extension policy will also be displayed in writing and it may be used when the launch marshal or MD deem conditions have considerably slowed launching or when launch has been closed due to an accident.

8.2. Launch validity

The minimum period of time that the launch window shall remain open for the day to be considered valid is: 45 seconds per pilot, divided by the number of launch lanes in use.

9. SCORING AND FLIGHT VERIFICATION

9.1. GPS Setup

Scoring and Track verification will be done using FS (Flight Software), GPSDump and the GAP2011 formula, with leading points, time points and arrival position points. The nominal GAP parameters will be announced by the Meet Director at the first pilot briefing and published in writing on the information boards. See <http://www.gethome.no/stein.sorensen> for a list of GPS units that work with GPSDump.

9.2. Landing Forms

Pilots must fill in landing and safety forms after each flight, including stopped tasks.

10. PENALTIES

Penalties regarding cloud flying and airspace infringements will be applied according to Section 7.

10.1. 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. Abusive behaviour towards meet or FAI officials or other competitors will not be tolerated and penalties may be applied at the MD's discretion.

10.2. Reporting Back Late

For each task there will be a latest report back time stated. Pilots who have not notified organisers of their landing by this time will lose 10% of their day score for a 1st infringement, 50% for a 2nd infringement and will score zero for any further infringements (unless a reasonable explanation is offered –as soon as possible– to the Meet Director) Penalties may also apply for late GPS downloads.

10.3. Sprog Setting

Not complying with the sprog setting will lead to penalties; these will be the same as those applied for "cloud flying" offenses.

11. REST DAYS

After the fourth consecutive day of flying, it will be announced whether the next day will be a rest day or not, this information will be published at HQ in the evening.

12. COMPLAINTS & PROTESTS

A complaint in writing may be made to the Organiser, preferably by the team leader. If the complainant is not satisfied with the outcome, the team leader or pilot (in case of no TL) may make a protest to the Competition director, or his deputy (see General Section, chapter 5), in writing. The time limit for protests is 2 hours after the outcome of the result of the complaint. The protest fee is 50€ or its equivalence in local currency; it will be refunded if the protest is upheld (S7A – 2.4.7.)

12.1. Announcing the Results

The organiser shall publish provisional task results in the evening of the day the task was flown. When this is not possible (late retrievals), they will be published at 09.30 the next day. Competitors are recommended to request correction of mistakes as soon as possible. The limit time for complaints is 2 hours after publication of the results (30 minutes on the last competition day).

Subsequent protests must be in writing and handed to the MD, Deputy MD or Organizer within 2 hours of the outcome of the complaint, except when this is after 22h (10pm), in which case they must be received before 09h30 the morning after.

Appendix A – ALTITUDE VERIFICATION

Introduction

For the purposes of altitude verification, 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 Setup

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 FS, SeeYou or 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 igc format track logs. 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: 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 (e.g. 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.

Note: Restricted airspace will be indicated on maps provided.