www.european.pa2012.org.mk

3rd FAI EUROPEAN PARAGLIDING ACCURACY CHAMPIONSHIPS OHRID 2012

1st to 8th July 2012

ORGANISED BY: DELTA CLUB – Prilep

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE
And
AERONAUTICAL UNION OF MACEDONIA

LOCAL REGULATIONS

Approved by CIVL Bureau, 1 May 2012

These regulations shall be used in conjunction with the General Section and Section 7C of the FAI Sporting Code

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SUPPORTED BY:
National Park – Galicica, Municipality of Ohrid, Agency for youth and sport

1. Purpose

The purpose of the competition is to provide a safe, fair and satisfying contest flying in order to determine the 2012 European Individual champions and Team champion and to reinforce friendship amongst pilots and nations.

1.1Event programme

Friday 29th June
Accommodation, unofficial training flights

Saturday 30th June
Accommodation: 8:00 – 20:00 h
Training flights: 14:00 – 18:00 h
Paragliding equipment inspection: 14:00 – 18:00 h
Registration: 18:00 -21:00 h

Sunday 1st July
Mandatory Safety Briefing and General briefing: 8:00 h
Official training round: 10:00 – 12:00h
(Paragliding equipment inspection)
Contest Flying: 13:00 – 18:00 h
Opening Ceremony - 20:00 h

Monday 2nd July
Team leader Briefing - 7:30 h
Contest Flying: 8:30 -19:00 h

Tuesday 3rd July
Team leader Briefing - 7:30 h
Contest Flying: 8:30 -19:00 h

Wednesday 4th July
Team leader Briefing - 7:30 h
Contest Flying: 8:30 -19:00 h

Thursday 5th July
Team leader Briefing - 7:30 h
Contest Flying: 8:30 -19:00 h

Friday 6th July
Team leader Briefing - 7:30 h
Contest Flying: 8:30 -19:00 h

Saturday 7th July
Team leader Briefing - 7:30 h
Contest Flying: 8:30 -16:00 h
Closing and prize giving ceremony 20:00h

Sunday 8th July
Reserve competition day
Departure of competitors and guests

1.2 Officials

Competition Director – **Zlatko Spirkoski**
Deputy – **Gjogji Manceski**
Launch Marshal – **Kiro Ginoski**
Meteorologist - **Airport- Ohrid**
Chief Judge – **Jane Markoski**
Event Judge – Not yet appointed

FAI Steward - **Nikki Bodill** (GBR)
FAI Jury President – **Andy Cowley** (GBR)
Remote Jury members: Roman Pogacar (SLO)
Louise Joselyn (FRA)

2. ENTRY

2.1 Entry

The competition is open to all pilots whose nations are Members or Associated Members of FAI, who may enter a team with the maximum 7 paragliding pilots not exceeding 5 of one sex.
All entries must be made on the official Entry Form, signed by an NAC representative.

2.2 Entry fee

Application forms and fees not received by the entry deadline may be refused. The entry fee will be 270 € per male pilot and 150 € per female pilot, team leaders 120 and other accompanying persons 80 €. The entry fee deadline is 31.5.2012. Late entry fee payments will be increased by 10% surcharge.

2.3 Maximum number

The maximum number of pilots is 120.

2. 4 Entry fee payment

The 3 highest ranked European nations in the WPRS (Slovenia, Serbia, Czech Republic), are to pay their entry fees, including those for any additional pilots, directly to the FAI account at:
Credit Suisse Privat Bank
Rue du Lion d'Or 5 – 7
Case postale 2468
CH – 1002 Lausanne
Switzerland
Account name: Federation Aeronautique International
Account number: (Euro): 0425-457968-32

IBAN Code: CH31 0483 5045 7968 3200 0
SWIFT/BIC Code: CRES CHZZ 10A
All other nations should pay entry fees directly to the organiser. Organiser bank.
All other nations should pay entry fees directly to the organiser. Organiser bank:
USER NAME: DELTA KLUB – PRILEP
BANK NAME: STOPANSKA BANKA AD SKOPJE
SWIFT CODE: STOBMK 2X
IBAN CODE: MK07200002440400003

3. GENERAL COMPETITION RULES

3.1 Registration

The Registration office will be open from 18.00 to 21.00 on 30th of June. 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.
The end of the official Registration period is considered to be the official start of the championship.
Equipment checks will be made by the organisers during the unofficial training flights and the official training round to ensure all pilots are conforming to the rules on safety equipment.

3.2 Pilot documentation required

All pilots must present at the registration the following documents:

- Pilot Registration Form
- Entry form
- Satisfactory evidence of glider airworthiness according to Section 7C

- Evidence of competitor's nationality
- Pilot's valid FAI Sporting licence
- Evidence of pilot qualification (NAC licence or IPPI card Para Pro 4 stage minimum)

- Certificate of personal accident insurance (optional but recommended)
- Certificate of third party liability insurance (the minimum insurance coverage is 3000 €)
- Signed Release of Liability document

We will provide electronic pilots pre-registration at the competition website **www.european.pa2012.org.mk** to allow fill out the pilot registration form on-line including uploading copy of the documents described above prior the competition registration.
Original of the entry form signed by NAC responsible person and all pilot documents must be presented during the registration.

3.3 Number of rounds

There will be a maximum of 12 full rounds completed within the time available.
A minimum of 3 rounds must be completed to validate the competition.

3.4 Launch order

All teams will be entered in a draw to determine launch order. Each pilot in the team will be allocated a number from 1 to 7 from which the flying order will be established, such that all number 1s will fly in the drawn team order, followed by all number 2s etc.
When the final round of the competition is called, pilots should launch in reverse order of their current competition position.
The organizers shall provide numbers for each pilot, which must be displayed prominently as instructed at registration.

3.5 Pilot and glider identification

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.

3.6. REST DAYS

The organiser may announce a rest day or half day after four consecutive days of flying or after 8 rounds are completed. (S7C ch 2.19)

4. PILOT BRIEFINGS

There will be a mandatory safety briefing for all pilots and team leaders prior to the first competition flight.
There will be a daily briefing for pilots & team leaders The Chief Judge, Jury representative 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, team leaders and other personnel should attend briefings promptly.
Team Leader briefings will be announced at the daily briefing and posted on the notice board.

5. SITE – Ohrid, Velestovo

(Take-off 1) - 1210m ASL
Orientation - Wind direction: (NW, W, SW).
Launch is enough to spread 4-5 gliders.
Foot launch from hill site
Landing place 695m. ASL.
Shortest distance 2.5 km
Landing field with grass, free from all landings directions
In case of necessity, there are a lot of alternative landings along the route.

6. PILOT SKILLS

The two take offs are long and wide enough. Competitors must have perfect nil-wind as well as strong take-off skills including ground handling and fast take off running.
Competitors must be also aware that the main landing place is close to the Ohrid town and there are some obstacles from the west site (trees, building) around. When approaching for landing, pilots must avoid over flying built up areas.

7 . TAKE-OFF & LANDING

7.1 Safety

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.
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.
The maximum permitted wind speed for the purposes of competition scoring is 7.0 m/s.
Competitors must fly in the published flying order, unless they have prior permission from the Launch Marshall.
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.

The interval between launches will be a minimum of 90 seconds between pilots, and may be adjusted by the Launch Marshal. Each pilot can choose a 90 second interval.

7.2 Final approach

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.

7.3 Landing

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 (3cm) to a maximum score of 1000cm.
The Measuring Field will have clearly marked circles set at 1 m, 2.5 m, 5 m and 10 m.
The landing area will be on the grass.
Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitor falls inside the measuring field.
Falling is defined as: described in Section 7C- 2012 rules.
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.

7.4 Maximum wind speed

The maximum permitted wind speed for the purposes of competition scoring will be 7m/s. Competition will use a wind recording and scoring system with visual and acoustic warning of exceeding limits.

7.5 Signals

Any person should on the command from Chief or Event Judge wave with a red flag within the measuring field and also target will be covered with white cross if the conditions in the target are dangerous. If the red flag is not easy available the person can wave above the pad with arms or with the judging vest. It signals that the target is closed and the pilot has to land outside the target.

8. PRE-FLIERS

The official competition's 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. They will not be competitors.

9. SCORING

9.1 Individual scores

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 Team scores

Each nation's team score for each round will be calculated as the aggregate score of the best four (4) 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.

9.3 Results publishing

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 1 hour and 30 minutes of the scores being posted.

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 Marshal shall liaise with the Safety Director and the Competition Director to report incidences of dangerous flying.
Other rule infringements: As for dangerous flying.

10. SAFETY

10.1 Safety Committee

At the first briefing, a Safety Committee will be formed. It is recommended the Safety Committee includes: Competition Director, Launch Marshal, Chief Judge, and two experienced participating pilots (one of them a foreign pilot).

10.2 Safety Director's responsibility

The Safety Director's responsibility will be to monitor all aspects of safety. These include but are not limited to:

- Addressing all pilots at the mandatory safety briefing for all pilots and team leaders.
- Attending all pilot briefings
- Checking meteorological conditions especially wind speed at launch and target
- Checking pilot separation
- Preventing pilots launching with unsafe equipment
- Collecting accident reports
- Discussing incidents with Steward and presenting conclusions at pilot briefings

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 Jury President.

10.3 Dangerous flying conduct

It is responsibility of every pilot to fly in such a way that personal safety and safety of others is maintained at all times. Competition Director may penalise competitors who fail to observe this rule, or disqualify them from the competition.

10.4 Emergency procedures

One emergency doctor with appropriate equipment will be available during all operations on landing area and rescue team (paramedics) on the take off area. Response time for evacuation to Ohrid hospital maximum 20 minutes.

11. JUDGING

11.1 Judging team

The competition will be judged by an international judging team.

11.2 Video evidence

Organisers will provide video recording on the landing. 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.

The FAI appointed Jury may choose to accept video evidence as an aid to decision making. Missing video evidence is not grounds for the awarding of a re-launch.

12. OPERATIONAL REGULATIONS

Air space will be reserved for the competition without restrictions.

13. RADIO TRANSCEIVERS

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 and the safety frequency will be announced at the first Pilot briefing.

Individual teams can choose their own VHF frequency on 2m radios only, within 144 - 146 MHz range, excluding those specified by the organisers.

14. COMPLAINTS AND PROTESTS

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, preferably by the team leader. It should be made with the minimum delay and it will be dealt with expeditiously.

If the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Jury President. The time limit for protests is 1hour and 30 minutes, after notification of the result of the complaint. The protest fee is 50 €. It will be returned if the protest is upheld.

15. FREE FLYERS

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 when declared by the Launch Marshall/Competition Director.

Pilots during free flying have to land out from the target. Landing on the target can be penalised by Competition director.