



## LOCAL REGULATIONS

### **16<sup>th</sup> FAI EUROPEAN PARAGLIDING CHAMPIONSHIP**

**19<sup>th</sup> July – 1<sup>st</sup> August 2020, Niš - Pantelej, Serbia**

**reserve date 23<sup>rd</sup> August – 05<sup>th</sup> September 2020**

Approved by the CIVL Bureau on 06<sup>th</sup> November 2019 and on 12<sup>th</sup> May 2020

VERSION 2.1

Organized by:

**AERONAUTICAL UNION OF SERBIA**

On Behalf of The Federation Aeronatique Internationale (FAI)



Local Regulations for 16<sup>th</sup> FAI European Championship, 19 July-1 August 2020, Nis, Serbia

**These local regulations are to be used in conjunction with the most recent versions of:**

- General Section of the FAI Sporting FAI Sporting Code.
- Section 7 of the FAI Sporting FAI Sporting Code.
- CIVL Competition Class (CCC)–Paragliders permitted in FAI Category 1 Cross-country events.



## 1. General

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the FAI European Paragliding Champions and to reinforce friendship among pilots and nations.

## 2. Contacts & Officials

• Organizing NAC:

Aeronautical Union of Serbia

Address: 11000, Belgrade, Serbia

Tel: +381 3285107

Contact: Zeljko Ovuka

E-mail: [office@vss.rs](mailto:office@vss.rs)

Web site: [www.vss.rs](http://www.vss.rs)

• Competition organizer:

Contact:

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Official website and registration:

<https://airtribune.com/ech-serbia/info>

- Meet Director
- Safety Director
- Rescue Coordinator
- Transport and Retrieval
- Livetracking coordinator
- Social Events / PR
- Social Events
- Scorer
- Weather Forecast
- Headquarters Coordinators
- Take-Off Marshall
- Goal Marshall
- Public and Press Relations
- Camera & Video

Goran Dimiskovski (NMKD)

Zoran Petrović

Srpski spasilački tim

Jelena Kracun

Elena Filonova (CIVL)

Svetlana Bradic

Event Agency

Srdjan Stanojevic

Zoran Petrović

Miroslava Golubovic

Slavko Lazarevic

Uzur Branko

PR Agency

Philippe Broers (BEL)

- FAI Steward
- FAI Jury president
- FAI Jury member
- FAI Jury member
- CIVL Screening Comitee

Fabio Loro (ITA)

Andrew Cowley (GBR)

Barbara Sonzogni (ITA)

Goran Djurkovic (SRB)

Igor Erzen (SLO)

Jamie Shelden (USA)

Stephane Malbos (FRA)



### 3. Program

#### 3.1 Event program

**Date of event:** 19<sup>th</sup> July – 01<sup>st</sup> August 2020

**Reserve date** 23<sup>rd</sup> August – 05<sup>th</sup> September 2020

	day	date	Time	Place	Note
Official Registration	Sun	19 <sup>th</sup> July	11,00 - 17,00	HQ	
Mandatory Safety Briefing	Sun	19 <sup>th</sup> July	17,30 – 18,30	HQ	Mandatory for all pilots and TLs!
1 <sup>st</sup> Team Leader Briefing	Sun	19 <sup>th</sup> July	18,30 – 19,30	HQ	
Opening ceremony	Sun	19 <sup>th</sup> July	20,00 – 22,00	Main square	
Official training day	Mon	20 <sup>th</sup> July	08,45 – 16,00	Flying arena	
Contest flying days	Tue-Fri	21 <sup>st</sup> July – 31 <sup>st</sup> July	08,00 – 21,00	Flying arena	10 tasks max
Prize-giving and Closing	Sat	1 <sup>st</sup> August	10,30 – 11,30	Main square	In case of rain will be in HQ

#### 3.2 Typical Daily Schedule

- 08:00 - Headquarters open
- 08:15 - Deadline for protests of the previous day
- 08:15 - Team leader briefing
- 08:45 - Transportation to Take off
- 10:00 - Meet Director / Task and Safety Committee meetings
- 10:45 - Pilots' briefing / Previous task official results / Task definition
- 11:30 - Take-off window opens
- 16:00 - Scoring office opens
- 21:00 - Provisional results (depends of last pilot retrieved time)
- 21:30 - Scoring office closes
- 23:00 - Complaints resolution published

Any changes to the schedule before the start of the competition will be posted on the website.

*The daily schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at the Daily Team Leader Briefing or Pilot Briefing.*



## 4. Entry

### 4.1. The limits

- The maximum number of pilots in the championship is 150.
- The maximum number of pilots that may be entered by a NAC is 15 total and 13 of one gender.
- The maximum number of pilots constituting a national team is 4 total and 1 of one gender.

### 4.2. Eligibility to compete

As per Section 7A.

The ranking reference date defining qualification criteria, nation priority table and allocation is: March 2020 ranking published on April 1, 2020.

#### Exceptions to pilot qualification requirements

As per Section 7A.

### 4.3. Application to compete

Applications must be made through the website <https://airtribune.com/ech-serbia/info> starting **from March 02<sup>nd</sup>** and finishing on **May 30<sup>th</sup> 2020**.

### 4.4. Allocation and payments

Allocation will be done according to Section 7A.

The **1<sup>st</sup> round** will be made on **June 01<sup>st</sup>** and its results published on **June 02<sup>nd</sup>**. Confirmation of payment must be sent to the organizers by email before **June 09<sup>th</sup>**. Applications with fees paid, but not received or confirmed by the deadline will be refused. After the payment deadline, the allocation table will be updated, any unpaid places being reallocated.

The **2<sup>nd</sup> round** will be made on **June 12<sup>th</sup>** and its results published on **June 13<sup>th</sup>**. Confirmation of payment must be sent to the organizers by email before **June 19<sup>th</sup>**.

Applications with fees paid, but not received or confirmed by the deadline will be refused. After the payment deadline, the allocation table will be updated, any unpaid places being reallocated.

For any late payment, a supplementary fee of 50.00 euros will be applied.



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Between June 20<sup>th</sup> and the beginning of the competition, if any spot becomes open because of cancellation or for any reason, that spot will be reallocated.

#### 4.5 Entry Fee

The Entry fee will be:

- 480 Euros per pilot.
- 280 Euros per team leader.
- Team leaders who are also pilots in the competition will pay only pilot entry fee.

**All entry fees** are to be paid to following bank account (Please indicate CIVL IDs of the pilots you are paying for!):

*Banca Intesa AD Beograd  
Milentija Popovica 7B  
Beograd, Republika Srbija*

*In favor of:  
KSL "ARES"  
Uzun Mirkova 4/1, Beograd, Republic of Serbia  
Account Number (IBAN): RS35160005280000209526  
Bank code (BIC): DBDBRSBG*

Please indicate that the payment reference is: entry fee for **Event 12793** (or the 16<sup>th</sup> FAI European Paragliding Championship) and state the **member NAC** and **CIVL IDs of all the pilots you are paying for**.

The Entry fee includes:

- Color map of task areas showing take-off, turn points, landing fields and restricted airspace and areas, with clearly visible grid matching the GPS coordinates used for the competition.
- ID card & safety/contact information.
- Contest numbers.
- Transport to take off and retrieve on the main roads for all competition days. Retrieve from previously announced landing, at a specific time, on the official training day.
- Upload of turn-points with GPS coordinates.
- GPS track-log download.
- Live Tracking.
- Daily snack package
- Competition souvenirs.
- Free access to all championship events and parties.
- Free internet (Wi-Fi) access at the HQ.
- First aid medical service.

#### 4.6 Refund policy

In the event of a pilot withdrawing from the competition before June 19<sup>th</sup>, and who cannot be replaced by a qualified pilot from that nation, a 70% refund will be offered.



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Cancellations received after this date will not be eligible for a refund except at organizers discretion.

## 5. Insurance

Following insurance is needed in order to participate in this event.

Appropriate documentary proof in English will be required at registration showing valid:

- Insurance covering public liability risk to the value of at least €100,000 (one hundred thousand euro) must be presented to the organizers at registration.
- Individual Accident insurance covering paragliding specific activities outside pilot's country of residence.
- Medical treatment coverage of at least €25,000 (twenty-five thousand euro),
- Medical (helicopter) evacuation of at least €10,000 (twenty-five thousand euro)
- Repatriation coverage.

Corresponding insurance will not be offered on site.

It is solely pilot's responsibility to provide above listed insurance during the official registration.

## 6. Registration

As per Section 7A.

### **Attention!**

The Safety briefing that will take part in the Competition HQ, on Sunday July 19<sup>th</sup>, at 17:30 is mandatory.

Pilots who do not attend this meeting will not be permitted to fly in the competition.

## 7. Equipment

All equipment must comply with Section 7A - 4 and 8, and CIVL GAP.

## 8. Radios, Mobile phones

- Radio receivers are mandatory for all pilots.
- Radio transmitters are permitted.
- Only frequencies allocated by the organizers may be used.
- Safety frequency is 146.675 MHz.
- Retrieval frequency is 145.500 MHz.
- Other available frequencies will be advised at the first briefing.
- Voice activated microphones (VOX operated) are strictly forbidden.



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Flying with radio tuned into Safety Frequency and engaged at all times is mandatory. Using a previously announced Team frequency is allowed if the pilot's radio permits monitoring of this Team frequency while simultaneously receiving broadcasting on the Safety Frequency.

In addition, all pilots are required to have open mobile telephone that can accept local SIM cards. If pilots fail to provide such a phone, it will be provided for rent at a fee. Local SIMs will be provided free of charge to each competing pilot and team leaders.

The use of mobile telephones, preferably equipped with local SIM cards that will be delivered free of charge by the Organizers, is highly recommended for landing reports and retrievals.

## 9. Contest numbers

Competition numbers are mandatory during this event. Stickers for the gliders will be provided and competition number allocated exclusively for this event.

Pilot number will be defined after allocation process. Pilots will use existing numbers on gliders. In case of two or more pilots have same number on glider, priority will be given to higher ranked pilots according to WPRS on 1<sup>st</sup> April 2020.

## 10. Task Advisory Committee and Safety Committee

### Task Advisory Committee (TAC)

The Task Advisory Committee will include 3 pilots.

TAC will be proposed by the Meet Director and the Safety Director to the pilots, for approval, at the Pilots Mandatory Safety Briefing. Voting will be performed on the proposal.

The Meet Director and the Safety Director will make sure that pilots proposed to become members of the TAC have international competition experience of the highest level, knowledge of the local area and good reputation in fulfilling such duty in the past.

### Safety Committee (SC)

The Safety Committee will include 3 pilots.

## 11. Flying sites

### Main take-offs:

#### Pantelej 1

- **Take-off:** Visegrad, at 1020. Height above valley is 700-900m. Covered with grass, slope 20° - 35°, S, SSE, SW, WSW exposure.



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Big enough for simultaneous taking-off of 20 pilots.

No power lines, no cables or any other hazards.

There is a helicopter landing place 200m from take-off and a lot of space for parking official and visitors' cars.

There is water and shadow under the sun shelters, as well as mobile toilets.

### **Pantelej 2**

• Take-off: **Fakir1**, at 950 m.

Height above valley is 300-400m.

Covered with grass, slope 20° - 35°, W, NW, NNW exposure.

Big enough for simultaneous taking-off of 3 pilots.

No power lines, no cables or any other hazards.

There is water and shadow under the sun shelters, as well as mobile toilets.

### **Niska banja**

• Take-off: **Koritnik**, at 950 m. Height above valley is 300-350m. Covered with grass, slope 20° - 35°, NW, N, NE exposure.

Big enough for simultaneous taking-off of 3-4 pilots.

No power lines, no cables or any other hazards.

There is water and shadow under the sun shelters, as well as mobile toilets.

Others appropriate sites may be used by the Meet Director, after consultation with the Task committee.

## **12. Launch**

### **Launch system**

Ordered launch will be used as per Section 7A 3.3.5.

Different CIVL approved launch systems might be used at the discretion of the MD.

In a case of non-ordered launch system, both take offs (Pantelej1 and Pantelej2) might be used simultaneously.

The Task Committee pilots will have priority to enter the take-off area at any time, regardless of the launch system in use.

### **Relaunch**

As per Section 7A.

### **Wind speeds at launch**

No task will be set with an average wind speed above 7 m/s at launch.



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Wind speed will be determined by the Meet Director or Safety Director using their own devices. No other measurement will be considered as official.

Launch may be temporarily suspended if the window has been opened and maximum wind speed has been exceeded.

If such a case occurs, suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

### **13. Airspace and other restrictions**

Notam will be issued for the flying area.

All details about airspace restrictions will be communicated with the team leaders and the pilots during the preparational meetings prior to the contest flying. If there are variables on a daily basis, they will be communicated each competition day during the task briefing.

The Safety Director and Launch Marshall will be in constant contact with the Civil Aviation Authorities.

In a case of non-scheduled, emergency or other flying activities in the area of the competition, happening within the time frame when task for that day might be flown, information about any limitations or restricted areas will be given at the Task Briefing.

### **14. Pre-Flyers and Free flyers**

Free flyers won't be allowed to take off from the official launch area 15 minutes before the opening of the window and the 15 minutes after window closing time, except with the permission of the Meet Director.

Official wind-dummies will takeoff by the request of the Meet Director and will not fly the task route.

### **15. Scoring**

For scoring, the latest GAP formula will be used in combination with the FS scoring software. Scoring formula parameters will be published at the web site and printed on the information boards.

GAP parameters will be discussed and determined at the first Team Leaders' briefing. They will be published on the Task Board at the first official task briefing.

The GPS map datum is WGS 84 and the coordinate format to be used is UTM.

The primary source of scoring is GPS logs received from the CIVL Flymaster Tracking System.

All other instruments that pilot may have (maximum of two) are considered as back-ups.

This instrument must comply with the CIVL accepted instrument list, published on the CIVL website.



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It is at the discretion of the Meet Director to allow further units to be presented as a source of the track log.

## **16. Complaints and protests**

As per Section 7 A

If provisional results are published before 09:00 pm, the complaint deadline is 8:15 am the next day.

If provisional results are published after 09:00 pm, the complaint deadline is 10:15 am the next day and at least 4 hours after the publication of the provisional results.

Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day. The protest fee is €50.

## **17. Live Tracking**

The device will be used as the primary source for scoring.

Every morning pilots will receive their Live Tracker turned on, as they register for flying. Live Trackers will be marked with numbers. Live Tracker's number must correspond with the pilots' numbers in the competition. Pilots must keep them during the flight, always turned on, and they will give the Live Tracker back at the headquarters, immediately after pilots have been retrieved.

The organization will be responsible for charging all of the Live Trackers and deliver them to the pilots every flying day.

The pilots, upon receipt of their Live Tracker will be responsible for the proper use and maintenance, making sure that Live Tracker is always turned on.

In a case of a malfunction of the Live Tracker, it is a pilot's responsibility to report that immediately to the Live Tracking Manager, Safety or Meet Director.

In case of loss or damage of the Live Tracker, pilot and his team leader will be asked for full compensation of damages, amounting to €250.



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## CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class ... glider .....(made) ..... (model) I will fly in the 16<sup>th</sup> European Paragliding Championship 2020, from 19<sup>th</sup> July to 1<sup>st</sup> of August is EN 926 certified. Furthermore I declare that it is in certified configuration and I undertake not to alter this configuration. I understand that I am the sole individual responsible for the integrity of my glider.

Signed on this date: \_\_\_\_\_

Signature of Participant / \_\_\_\_\_ / \_\_\_\_\_ /  
Printed name of Participant

Address of Participant \_\_\_\_\_

Signature of Witness / \_\_\_\_\_ / \_\_\_\_\_ /  
Printed name of Witness

Address of Witness: \_\_\_\_\_



## RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights :

1. I am a participant in the 16<sup>th</sup> European Paragliding Championship 2020 held at Nis, Serbia from 19<sup>th</sup> July to 1<sup>st</sup> of August 2020 (collectively, the "Competition"). I acknowledge that participating in the Competition or any other activity related there to (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Competition or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:.....)
2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organizers, the Aeronautical Union of Serbia, the property owners of the operation areas (including launch and landing areas), the Federation Aéronautique Internationale and its Commission Internationale de vol Libre, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events. I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly. (Initials:.....)
3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of Serbia. I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall be in Serbian courts and such courts have personal jurisdiction. (Initials:.....)
4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law. (Initials:.....)

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date: \_\_\_\_\_

Signature of Participant / \_\_\_\_\_ / \_\_\_\_\_  
Printed name of Participant

Address of Participant \_\_\_\_\_