



**20th FAI European Hang Gliding Class 1 Championship
8th FAI World Hang Gliding Class 5 Championship
8th – 21^{July} 2018**

Krushevo, FYR of Macedonia

Approved March 7, 2018

Local Regulations

**Organised by the
Sport Club Cross Country XSC**

**On behalf of the
Vozduhoplovna Federacija na Makedonija**

These Local Regulations are to be used in conjunction with the most recent versions of the FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7 Guidelines and Template
- Section 7A XC
- Section 7A CIVL GAP Annex
- Organisers Agreement

1 - Contacts

Organising NAC:

Competition organisers: Sport Club Cross Country XSC – Petar Caulev 38, 6000 Ohrid.

On behalf of: Vozduhoplovna Federacija na Makedonija – Miroslav Krleza n° 1, Skopje

Official website: <http://www.hgeu2016.mk>

2 - Officials

Event organiser:	Ivan LUKANOV
Meet director:	Goran DIMISKOVSKI
Safety director:	Martin JOVANOVSKI
Rescue coordinator:	Filip BARAKOVSKI
Live tracking coordinator:	Filip BARAKOVSKI
Weather forecast:	Goran DIMISKOVSKI
Scoring Director:	Mine PAVLOVSKI
Doctor:	On daily basis
Headquarters Coordinator:	Filip BARAKOVSKI
Launch Director:	Ivan LUKANOV
Take-Off Marshals:	Vladimir BARAKOVSKI, Mine PAVLOVSKI, Trudy CRADDOCK (GBR)
Goal Marshal:	TBD
Public and Press Relations:	SignUp – Digital Marketing Agency
Photographs, videos:	SignUp – Digital Marketing Agency
Social events:	SignUp – Digital Marketing Agency
FAI Steward:	Jamie SHELDEN (USA)
FAI Jury President:	Mitch SHIPLEY (USA)
FAI Jury Members:	Barbara SONZOGNI (ITA), Stéphane MALBOS (FRA)

3 - Programme

Official Registration:	08/07/2018 – 6 pm – 10 pm – @HQ, Krushevo.
Opening ceremony/Parade:	09/07/2016 – 6 pm – Krushevo City Center.
Team leader meeting:	09/07/2017 – 8:30 am – HQ.
Mandatory Safety Briefing:	09/07/2018 – 9:30 am – HQ.
Official training day:	09/07/2018.
Complimentary Dinner:	To be advised.
Contest flying days:	10/07–20/07.
Prize-giving & Closing:	21/07/2018 – 12:00 – HQ.

The programme is subject to change with CIVL approval. Any changes before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing and posted on the official board at headquarters.

Daily Schedule

On training and competition days:

8:30 am: Headquarters open
 9:00 am: Team Leader meeting
 9:30 am: Transportation to take off
 9:30 am: Task and Safety Committee meetings
 11:30 am: Pilot briefing/Task briefing
 12:00 pm: Take-off window opens.
 7:00 pm: Scoring office opens
 10:00 pm: Provisional results published printed in HQ

The daily schedule is subject to change.

Any changes to the schedule before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing.

4 - Entry

The maximum number of pilots in the championship is 140.

The maximum number of pilots expected in Class 1 is 100.

The maximum number of pilots expected in Class 5 is 40.

The numbers being 'expected' means that if there are too few pilots in one Class and too many in another, numbers will be readjusted in agreement with CIVL Bureau.

The maximum number of pilots constituting a national team in Class 1 is 6.

The maximum number of pilots constituting a national team in Class 5 is 6.

Pilots from other continents

As per Common Section 7-2.

If any spots remain available, the organiser may accept entries from pilots from other continents.

5 - Eligibility to Compete

According to Section 7A-2.

The ranking reference date for qualification criteria, nation priority table and allocation is March 2018 ranking published on 1/4/2018.

6 - Application to Compete

Applications for European and non-European pilots alike must be made through the following web: <http://www.hgeu2018.mk>, starting from 1/1/2018 and finishing on 07/04/2018.

NAC's are invited to submit applications for pilots in high enough numbers, so they can be included in case of extra allocation rounds.

Exceptions to pilot qualification requirements According to Section 7A-2.

Screening Committee

According to Section 7A-2.

Members: TBD.

7 - Allocation and Payments

Allocation will be done according to Section 7A-2.

The first allocation will be made and results published on the official website on April 8, 2018.

The entry fee payment process will start on April 9, 2018.

Confirmation of payment transfers must be sent to the organisers by email before May 8, 2018. Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline, the team allocation table will be updated. Any unpaid places will be reallocated.

The second allocation round will be made on May 9, 2018, until a total of 140 European pilots are reached or no more applications remain.

Remaining spots, if any, may be given to non-European pilots.

The deadline for the final payment will be June 1, 2018.

For any late payment, a supplementary fee of 50 euros will be applied.

Between May 9 2018, and the beginning of the competition, if any spot becomes open because of cancellation for any reason, the spot will be offered:

- First to a European pilot of the same NAC.
- Second to a European pilot of another NAC (in the order of the WPRS nation ranking, starting where the second allocation round finished).
- Third, to a non-European pilot.

8 - Entry Fee

The Entry fee will be:

- 450 euros per pilot.
- 250 euros per team leader/assistant.

Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:

- Colour map of task area showing take-off, turn points, landing fields and restricted airspace and areas;
- ID card & safety/contact information.
- Contest numbers.
- Upload of turn-points with GPS coordinates.
- GPS track-log downloads.
- Live tracking.
- Competitor and glider identification.
- Daily snack package, water.
- Competition souvenirs.
- Free access to all championship events and parties.
- Free internet (Wi-Fi) access at the HQ.
- Emergency rescue and first aid medical service.

Entry fee for Italy and Australia to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH – 1002 Lausanne

Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

Please, in subject of payment state the member NAC, indicate CIVL IDs of all the pilots you are paying for and that the payment is the entry fee for :

- 8th FAI World Hang Gliding Class 5 Championship ID 12124

or

- 20th FAI European Hang Gliding Class 1 ID 12125

In case you pay for pilots in both championships, write:

- World HG Class 5 ID 12124 _____ Euro and European HG Class 1 ID 12125 _____ Euro.

All other entry fees are to be paid to following bank account:

Account Name: ZDRUZENIE SPORTSKI KLUB KROS KANTRI – OHRID
 Bank Name: OHRIDSKA BANKA AD SKOPJE – SOCIETE GENERALE GROUP
 Swift Code: OHRDMK 22
 Account Number: IBAN: MK07530922000002293

Please indicate CIVL IDs of all the pilots you are paying for and that the payment is the entry fee for the European/World Hang Gliding Championships and the event number 12124 and state the member NAC.

Refund policy

In the event of a pilot withdrawing from the competition before June 20, 2018 and who cannot be replaced by a qualified NAC-nominated pilot from that nation, a full refund will be offered, minus 100 euros for administration costs.

Cancellations received after this date will not be eligible for a refund.

9 - Registration

Registration will be done according to Common Section 7-5.
 Online FAI Sporting License is mandatory for all pilots.

Entry forms will be completed, checked and signed.

In order to speed-up the process of registration, the Team leaders can prepare and communicate the required documents to the organiser before the official registration.

Each competitor will be required to present:

- Proof of identity.
- A helmet certified to the EN966 (HPG), EN1077-A and – B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS98.
- For Class 1 glider sprog setting measurements in writing for comparison with the figures produced by the sprog measuring team.
- One 3D GPS with the make, model and serial number available. 3D backup GPS is strongly recommended.
- Certificate of insurance covering public liability risk (with English translation if needed).
- Certificate for personal accident/hospitalisation/repatriation (with English translation if needed).
- Pilots' and assistants' mobile telephone numbers.
- Liability waiver properly filled out and signed (see Section 7 template).

10 - 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 organisers at registration.
- Individual Accident insurance covering hang-gliding specific activities outside pilot's country of residence.
- Medical treatment coverage of at least 10,000 (ten thousand euro),
- Medical (helicopter) evacuation of at least 10,000 (ten 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.

11 - Equipment

All equipment must abide by Section 7A-8 and CIVL GAP.
In addition pilots are required to fly with GSM telephone.

Radio

According to Section 7A-4.

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.

Using a previously announced Team frequency is allowed as long as pilot's radio permits monitoring of this Team frequency while simultaneously receiving broadcasting on the Safety Frequency.

Contest number

According to Common Section 7-5.

Provided numbers will be placed on the right upright on a visible place.

12 - Committees

Task advisory committee

According to Common Section 7-4.

It will include the Steward and the Meet Director plus 3 pilots in Class 1 and 2 pilots in Class 5.

Safety committee

According to Common Section 7-4.

13 – Take-off

As described on the competition website.

14 - Launch

Covering NE, E, SE wind directions, elevation 1450 m ASL, only 2 km from the town of Krushevo (where accommodation and HQ will be located) via asphalt access road. More information on the competition website.

Other appropriate take-off sites, discussed during the practice event, may be used by the Meet Director after consultation with the Steward, the Task Advisory Committee and the Safety Committee.

Launch window

For the task to be valid, the launch window must be open for at least 45 minutes.

Wind speed at launch

The maximum wind speed in which a task shall be flown is 35 km/h, measured at launch at man's height.

Take-off procedures

The takeoff procedure from this launch can be executed with three launch lanes in parallel. Ordered Launch will be used throughout the Competition.

Ordered launch

15 minutes open list (early bird) followed by:

For Class 1:

—On the first day the top 30 from the registered pilots from the WPRS in reversed order followed by the other pilots in the WPRS order.

—On all other days the top 30 pilots from the overall results in reversed order followed by the other pilots in the overall competition results order. If necessary, according to the final number of registered pilots, this figure will be adjusted before the beginning of the competition.

For Class 5:

—On the first day the top 10 from the registered pilots from the WPRS in reversed order followed by the other pilots in the WPRS order.

—On all other days the top 10 pilots from the overall results in reversed order followed by the other pilots in the overall competition results order. If necessary, according to the final number of registered pilots, this figure will be adjusted before the beginning of the competition.

The reversed order numbers will be confirmed (or updated) during the first team Leader meeting, subject to the final number of participants that register for the Competition.

The 'push' system may be used. Only pilots ready to take off in the launch lanes are allowed to push.

Early bird

Any pilot outside the top 30 (for class 1) or top 10 (for Class 5) may request an early bird launch at the team leader briefing each morning. The request needs to be submitted by the respective team leader at the team leader briefing. If more than 10 pilots make requests to be in the early bird launch on any given day, there will be a random drawing at the end of the team leader briefing to choose the 10 early bird pilots. Launch order for the 10 early bird pilots will also be drawn randomly at that time. Any pilot in the early bird launch that is not ready to launch or chooses not to launch in his early bird position must go to the back of the launch line (not to his original launch position outside the early bird period).

No pilots willing to launch

The Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed'.

Entering launch lanes

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.

Push system

According to Section 7a 3.3.6.

If more than one class is using a launch point or lane in the same time frame, a lane may be designated as a priority lane for a given class. The push system will operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class.

Relaunch

A competitor will be allowed a maximum of 2 take-offs.

In case of a re-flight the pilot must have not taken a start gate. The flight should be logged and stored for verification purposes. Individual transport should be used to the take-off area. The re-flight must be reported to the MD or Launch marshal prior to the second take-off.

Pilots who do not follow this protocol will be awarded minimum distance only.

15 - Airspace and Other Restrictions

No airspace limitations will be imposed during this event.

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

In case of non-scheduled, emergency or other type of civilian or military flying activities in the competition area, happening within a task's time frame, the organisers will inform pilots and team leaders as soon as possible and, at the latest, precise information will be provided during the task briefing.

A NOTAM will be issued for the site during the competition, so all measures will be taken to provide open and safe flight arena.

16 - Goal

There will be no goal specific rules.

Competition area is flatland with an enormous number of safe landing points with clear approach paths.

All official goal fields used during the competition, as well as turn points that might be used as a goal if weather conditions require it.

Goal line, virtual or physical, as well as goal cylinder, may be used as a goal sector in this comp.

17 - Pre- and Free-Flyers

According to Common Section 7–8.

Free-flyers will not be allowed to launch from 30 minutes before the window open until 30 minutes after the window close time.

18 - Safety Issues

Pilot reporting of safety.

According to Section 7A-8.

Pilots are requested to report through their Team Leader. The Team Leader will report them to the Meet Director.

In an event where the Team Leader is not present or unreachable, the pilot may report directly to the Meet Director.

Sprog settings

A hall will be available for teams to do their own sprog measurements or use it for other glider repair/settings. The hall will be available from 09/07/2018 until 20/07/2018 (inclusive).

Sign out/Landing forms

In the interest of safety, Sign Out forms must be filled at headquarters or goal, after the task, even if the task has been stopped. Penalty points may be applied for failure to follow this rule.

Medical services

Throughout the competition a doctor and an ambulance will be available at take-off and landing areas. Local Search and Rescue 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.

19 - Live-tracking

The organisation will use CIVL live tracking system (Flymaster BlueFlex360).

Public display delayed according to Section 7A-4.

20 - Scoring

For scoring will be used the latest CIVL GAP formula in combination with the FS scoring program.

GPSDump will be used for track download and waypoint upload.

See <http://www.gpsdump.no/> for a list of GPS units that is working with GPSDump.

The primary source of scoring is Live Tracking.

To be considered valid, back-up GPS track logs must comply with the current requirements in Section 7A-4. Any other source can be used as back-up, only if agreed by the Meet Director.

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

Nation task scoring

In Class 1, the scores of the three best-ranked pilots of each national team are added up to create each nation's task score.

In Class 5, the scores of the two best-ranked pilots of each national team are added up to create each nation's task score.

If **non-European pilots are accepted**, they will be treated as European pilots, but will be filtered out of the final results and there will be two sets of results published: an 'Open' list and a 'European' list, for the championships' purpose.

GAP Parameters

For Class 1, they will be set at:

- Nominal launch: 96%.
- Nominal distance: 70 km.
- Minimum distance: 7 km.
- Nominal goal: 30%.
- Nominal time: 1:30.

For Class 5, they will be set at:

- Nominal launch: 96%.
- Nominal distance: 85 km.
- Minimum distance: 7 km.
- Nominal goal: 30%.
- Nominal time: 1:30.

GAP parameters will be discussed at the first Team Leaders' briefing.

Early start

A maximum early start of 300 seconds is allowed, as it is considered as a safety feature in potential crowded environment. Early start is penalised in FS by a factor of 2 points per second of early start time. Early start of more than 300 seconds is scored as minimum distance.

21 - Penalties

According to Section 7A-6.

Specific penalties:

Airworthiness non-compliance (including sprog setting)

The normal penalty for non-compliance is a 20% reduction in score for the last round flown.

If during a subsequent round the glider is again found to be non-compliant a 0 score will result for that round. At the discretion of the Meet Director a lesser penalty may be applied in cases due to extenuating circumstances.

Not following meet officials' directions, abusive behaviours towards meet officials or other pilots, dangerous flying, VOX use, maliciously showing the stopped task sign, reporting landed too late after the flight, etc.

Penalties at the Meet Director's discretion.

At the discretion of the Meet Director, a lesser penalty may be applied in rare cases due to extenuating circumstances.

22 - Complaints and protests

As per General Section and Section 7A-7.

Deadlines for complaints

If the provisional results are published before 10 pm, complaints must be submitted before 8:30 am the next day.

If the provisional results are published after 10 pm, complaints must be submitted before 12 pm the next day.

The time of the publication of results is the time the results are posted on the results board at headquarters

Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day.

The protest fee is 50 euros.

Team Leaders are encouraged to read Common Section 7–14 before making a complaint or a protest.

23 - Rest days

As per Section 7A 3.9.

A “day of flying” is a day when the launch window has been opened and at least one competitor launches.

There will be no Team Leaders briefing on rest days.