



LOCAL REGULATIONS

7th FAI WORLD PARAGLIDING ACCURACY CHAMPIONSHIPS

Babin do, Bjelasnica mountain, Sarajevo, Bosnia and Herzegovina
17th Aug to 25th August 2013.

Approved by CIVL Bureau – 12th March 2013

ORGANISED BY:

Extreme Sport Club Sarajevo and National Aeroklub of Bosnia and Herzegovina (NAC)
on behalf of the
Fédération Aéronautique Internationale

Correspondence address: Extreme Sport Club Sarajevo, Husrefa Redzica 20, 71000 Sarajevo,
Bosnia and Herzegovina

Championship Website <http://www.pgawc2013.com>

1.1.1 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. (Section 7C; 2.2)

1.1.2 Competition schedule

1st day	Saturday	17 Aug 2013	Arrival of participants Training flights 14:00 – 18:00 Registration 20:00 - Opening ceremony
2nd day	Sunday	18 Aug 2013	7:30 – 8:30 General briefing and mandatory safety briefing 9:00 – 14:00 Official training round 14:00 Start of competition
3rd day	Monday	19 Aug 2013	7:00 – 7:30 Team leader briefing 8:00 - Competition flights
4th day	Tuesday	20 Aug 2013	7:00 – 7:30 Team leader briefing 8:00 - Competition flights
5th day	Wednesday	21 Aug 2013	7:00 – 7:30 Team leader briefing 8:00 - Competition flights
6th day	Thursday	22 Aug 2013	7:00 – 7:30 Team leader briefing 8:00 - Competition flights
7th day	Friday	23 Aug 2013	7:00 – 7:30 Team leader briefing 8:00 - Competition flights
8th day	Saturday	24 Aug 2013	7:00 – 7:30 Team leader briefing 8:00 - Competition flights 18:00 - Closing and prize giving ceremony
9th day	Sunday	25 Aug 2013	Departure of the competitors

All times are in the UTC+2.

1.1.3 Key officials

Competition Director: Mirvad Zenuni BIH
Event director: Mirza Hurem BIH
Chief Judge: Franko Kuzmic, HIR
Event Judge: Not fixed yet
Launch Marshall: Fikret Kadric BIH
Safety Director: Ferid Memic BIH
Meteorologist: Zlatko Ljutika BIH
FAI Jury President: Andy Cowley, GBR
FAI Jury Member: Claudia Mejia COL
FAI Jury Member: Ugljesa Jondzic, SRB
FAI Steward: Nikki Bodill GBR

2. ENTRY

2.1 Entry limitations

The Championships are open to all Member and Associated Member countries of FAI who may enter the team with the maximum 7 paraglider pilots not exceeding 5 of one sex.

The maximum number of pilots is 120.

All entries must be made on the official Entry Form, signed by NAC representative.

2.2 Entry fee

Applications and fees not received by the entry deadline may be refused. Entry fee will be 240 € per male pilot and 120 € per female pilot, team leaders and other accompanying persons 120 €.

Entry fee deadline is 30st Jun 2013. Late entry fee payments will be increased by 20% surcharge.

2.3 Entry fee payment

The 3 highest ranked nations in the WPRS, **Slovenia, Serbia and Bulgaria** are to pay their entry fees, including those for any additional pilots, direct to the FAI account at:

Credit Suisse Private Banking

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: IBAN Code: CH31 0483 5045 7968 3200 0

SWIFT/BIC Code: CRES CHZZ 10A

All other nations should pay entry fees direct to the organiser by PayPal (instruction on the web site www.pgawc2013.com) or by wire transfer:

Organiser bank details;

CORESPODENT BANK: COMMERZBANK AG, Frankfurt Germany

SWIFT: COBADEFF

Beneficiary Customer: Extreme Sport Club, Udruzenje

IBAN: BA 3956 8120 0000 0949 20

Club Address:

Extreme Sport Club Sarajevo

Husrefa Redzica 20

71000 Sarajevo

Bosnia and Herzegovina

3. GENERAL COMPETITION RULES

3.1 Registration

The Registration office will be open from 14.00 to 18.00 on 17 Aug. 2013. 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. Equipment checks will be made by the organisers during the official training round to ensure all pilots are conforming to the rules on safety equipment. Harness and helmet should be pre-registered to allow organisers to ensure that they comply with 12.3.1 and 12.3.2.

The end of the official Registration period is considered to be the official start of the championship.

3.2 Pilot Registration

All pilots must present at the registration following documents:

- 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)
- Satisfactory evidence of glider airworthiness (in accordance with Section 7c)
- Certificate of personal accident insurance (optional but recommended)
- Certificate of third party liability insurance (the minimum insurance coverage is 4500 €)
- Signed Release of Liability document

We will provide online pilots pre-registration at the competition website <http://www.pgawc2013.com> to allow pilots to fill out the registration form on-line, including uploading copies 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. Note that the flying order of pilots in a team will be the same order as on the team application form.

When the final round of the competition is called, pilots shall launch in reverse order of their current competition position.

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 numbered marker for each paraglider's front line.

4. REST DAYS

The organiser will announce the policy on rest day during the competition after 8 rounds are completed.

5. PILOT BRIEFINGS

There will be a daily briefing for team leaders each morning at 7:00, unless otherwise specified by prior announcement, and notified on the Competition notice board. The Chief and/or Event Judge, Safety Director, 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.

6. SITES

Bjelasnica mountain is one of the XIV winter Olympic games mountain 32 km away from Sarajevo centre and 23 km from the airport.

6.1 Trosjed 1650m

Wind	326°-33°
Take off	1650m
Landing	1250m Babin do, landing field with grass
Take off size	Launch is enough to spread 7 gliders
Risks	In the case of strong thermal days we will stand down the competition until conditions improve
Road access	Only for authorized cars, asphalt and gravel road, possible for standard car or van. TT=15min
Equipment	Refreshment, windsock and indicators, automatic meteo-station

6.2 Trosjed East 1620m

Wind	33°-90°
Take off	1620m AMSL, grass surface
Landing	1250m Babin do, landing field with grass
Take off size	Large enough for 4 prepared gliders
Risks	In the case of strong thermal days we will stand down the competition until conditions improve
Road access	Only for authorized cars, asphalt and gravel road, possible for standard car or van, TT=15min
Equipment	Restaurant on top, refreshment, windsock and indicators, automatic meteo-station

7. PILOT SKILLS

Competitors must have good nil wind as well as strong wind take off skills.

The take offs are ski track covered with grass, enough for more than 7 gliders. Note: it is essential that pilots pay attention to the wire from the ski lifts and pillars during their flight. In the case of wind and strong thermals, the competition will be temporarily stood down, at the discretion of the organisers until conditions are more favourable for flying.

8. TAKE-OFF & LANDING

8.1 Safety

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 providing the pilot has not had 3 failed take offs (see 8.2)

8.2 Launch order

Competitors must fly in the published flying order, unless they have prior permission from the Launch Marshal.

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 or 3 times failed to take-off in conditions within normal competition limits will be indicated as DNF in the results for that round and a maximum score will be recorded.

8.3 Launch interval

The recommended launch interval should be 90 seconds, but may be adjusted by the Launch Marshal. A pilot can choose a 90 second interval.

8.4 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.

8.5 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 (3 cm) disc to a maximum score of 1000 cm.

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 of non-slippery material.

Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitor falls.

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.

8.6 Maximum wind speed

The maximum permitted wind speed at each target area, for the purposes of competition scoring will be set at the safety briefing.

The Competition will use a wind recording and scoring system at the target, with visual and acoustic warnings of exceeding limits.

8.7 Signals

If there is safety concern in the target area, a red flag will be waved by any person within the measuring field on the command from Chief or Event Judge. If a red flag is not easily available, the person can stand above the pad and wave with arms or with a judging vest. The signal means that the target is closed and the pilot should not attempt an accuracy approach and should land safely outside the target area.

9. PRE-FLIERS

The official Championship'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 in the Championships. They will not be competitors.

Pre-fliers will fly after significant periods of stand down of 1 hour or more. Feedback from pre-fliers will be communicated to all pilots at launch and target directly after all such flights.

10. SCORING

10.1 Individual score

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 four countries competing, individual Gold, Silver & Bronze FAI medals will be awarded in the female class.

10.2 Team score

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

10.3 Result 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 2 hours of the scores being posted. (Except for the last round, see 14 below.) If provisional scores are posted more than 2 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 8.00 am the next day.

10.4 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 and record incidences of dangerous flying. Other rule infringements: As for dangerous flying.

11. JUDGING

11.1 Judging team

The competition will be judged by a qualified international judging team.

11.2 Video evidence

Organiser 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 a reason to award a re-launch.

12. SAFETY

12.1 Safety Committee

A Safety Director will be appointed and a Safety Committee formed. 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, attending all pilot briefings, checking the meteorological conditions and especially the wind speed at launch and target, checking pilot separation, preventing pilots launching with unsafe equipment, collecting accident reports from pilots and/or team leaders, discussing any accidents with the Steward and presenting the 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.

He will have knowledge and experience of the site being flown and ideally he must have experience in appropriate competitions.

The Safety Committee should include: Competition Director (or Technical Director), Launch Marshal (or Deputy), senior member of Judging Team, minimum of two experienced pilots (one local, one visitor – they must be competitors)

12.2 Emergency procedures

One English speaking emergency doctor and an ambulance with appropriate equipment will be available during all operations at the landing. There will also be mountain rescue team on the start.

13. OPERATIONAL REGULATIONS

Air space will be reserved for the competition without restrictions.

13.1 Radio transceivers

PMR and 2m 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.

13.2 Reservation

The site Bjelasnica is within a nature reserve. We ask All participants are to take special care to respect this and stay within the marked areas (during preparation of gliders, take off and spectating etc.)

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 or his deputy, 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 Director or his deputy. The time limit for protests is 2 hours (1 hour after last round) after notification of the result of the complaint. The protest fee is € 30. It will be returned if the protest is upheld.

The Official Protest forms and printed copies of SC7c will be available at the Recorder table, and with the Launch Marshal and Chief Judge.

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 Marshal/Competition Director.

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