



**3rd FAI WORLD HANG GLIDING SPORT CLASS CHAMPIONSHIP
2025**

**LAVENO MOMBELLO - ITALY
01 – 14 June 2025
Laveno Mombello (VA) – Italy**

LOCAL REGULATIONS

APPROVED BY CIVL

Organised by

Organised by
Aero Club Lega Piloti



on behalf of
Aero Club
d'Italia



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 A – Cross Country
- Section 7 F – XC Scoring
- Section 7 H – Flight recorders specifications
- Section 7 I – Guidelines and Templates
- Organisers Agreement

1. Contacts

Organising NAC: Aero Club d'Italia

Competition organiser: Aero Club Lega Piloti

- Fabio Caresi presidente@legapiloti.it
- Flavio Tebaldi flavio@hgsport2025.it
- Barbara Sonzogni barbara@hgsport2025.it

Official website: <https://hgsport2025.it/>

General info: info@hgsport2025.it

Pilots' registration: [Civlcomps.org](https://civlcomps.org)

2. Purpose

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the champions in Sport Class and to reinforce friendship amongst pilots and nations. (2.2) The meet director and Task Advisory Committee (TAC) will be aiming for pilots to fly fun tasks (only weather dependent) with a high number of pilots at goal.

3. Program

All times and dates are Central European Time (CET) Time.

- Official Registration: 01/06/2025 – 9:00a.m. – 3p.m. – @HQ – Laveno Mombello
- Opening Ceremony: 01/06/2025 – 6:00p.m. – Laveno Mombello
- Team Leader Briefing: 02/06/2025 – 8:00a.m. – @Auditorium Villa De Angeli Frua or TBD
- Mandatory Safety Briefing: 02/06/2025 – 9:00a.m. – @Auditorium Villa De Angeli Frua (It may not be permitted a pilot to fly a task until he/she has attended such a briefing).
- Official Training Day: 03/06/2025
- Contest Flying Days: 04/06/2025 – 13/06/2025
- Complimentary Dinner: To be defined
- Prize-giving & Closing Ceremony: 14/06/2025 – 11:00a.m. – Laveno Mombello

The dates and timings are subject to change. Any changes before the start of the competition will be posted on official the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leader Briefing and posted on the official board at the headquarters.

4. Officials

- Event organiser: Flavio Tebaldi & Barbara Sonzogni
- Meet director: Fabio Loro
- Safety director: Francesco Rinaldi

- Rescue coordinator: Laveno Mombello
- Live-tracking coordinator: Elena Filonova
- Weather forecast: Piero Magnaghi
- Scorer: Antonio Golfari
- Doctor: On daily basis
- Headquarters Coordinator: Nadia Moretto
- Take-Off Marshal: Fabio Caresi
- Goal Marshal: Luigi Peroni
- Public and Press Relations: tbd
- FAI Steward: Jamie Shelden (USA)
- FAI Jury President: Andy Cowley (GBR)
- FAI Jury Members: Trudy Craddock (ITA), and Cristiano Pereira (POR).
- Screening Committee: Ivan Lukaniov (MKD), Mitch Shipley ((USA), Flavio Tebaldi (ITA).

5. Daily Schedule

On competition days:

- 08:00a.m.: Headquarters open 08:30a.m.: Team Leader briefing
- 09:00a.m.: Official Staff leaves for take-off
- 09:30a.m.: Task and Safety Committee
- 12:15a.m.: Pilots briefing/Task briefing
- 13:00a.m.: Take-off window opens
- 18:00p.m.: Scoring office opens
- 20:00p.m.: Provisional results published printed @HQ and published on **Civilcomps.org** event's page

The hours are subject to change.

Any changes to the schedule before the start of the competition will be posted on the official website and on **Civilcomps.org** event's page. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders' briefing.

6. Entry

The maximum number of pilots in the championship is 60 (40 Sport Class pilots + 20 Class 1 pilots (Team Captains)) and could be reduced to 51 (34 Real Sport Class pilots + 17 Class 1 pilots (Team Captain)) if space problems arise.

The maximum number of pilots constituting a national team is 4 (three Sport Class and one Class 1)

The maximum number of pilots that may be entered by a NAC is unlimited.

6.1 Pilots definitions

- Sport Class Pilots may compete for individual and team medals, and may only fly Gliders A* and B* provided that:
 - They have not competed in a Category 1 event between June 1, 2018 and June 1, 2024, unless they have flown a Sport Class hang glider.
 - They were not ranked better than 200th position in Class 1 WPRS or better than 50th position in Class 5 during the period June 1, 2018 to June 1, 2024 unless that ranking was achieved on a Sport Class hang glider (Gliders A* or B**);
- Pilots not included in these requirements can compete:
 - only for the team as Captain
 - not for the individual title
 - for the trofeo Valerio Albrizio
 - only with gliders listed in appendix A
- * the final number of spots will be decided before the opening of the registration
- ** see appendix A

7. Application to compete

Eligibility to compete and exceptions to pilot qualification requirements. According to Section 7A – 2.

The ranking reference date for qualification criteria, nation priority table and allocation is January 2025, ranking published on February 1st 2025.

Applications must be made through **Civilcomps.org** starting from January 1st 2025 and finishing on April 6th 2025.

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

Screening Committee

According to Section 7A – 2. Members: To be appointed.

8. Allocation and Payments

Allocation of pilots will be done according to Section 7A – 2. Only pilots qualified by their NAC will be allocated.

The first allocation round will be made and results published on the official website on February 10, 2025.

The entry fee payment process will start on February 10, 2025.

Confirmation of payment transfer must be sent to the organisers by email before March 07, 2025.

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 March 09, 2025, until a total of 60 or 51 pilots are reached or no more applications remain.

The final allocation will be made on April 21, 2025, until a total of 60 or 51 pilots are reached or no more applications remain.

The deadline for the final payment will be May 9, 2025.

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

Between May 10, 2025, and the beginning of the competition, if any spot becomes open because of cancellation or for any reason, the spot will be offered:

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

9. Entry Fee

The entry fee will be:

- 530 Euro per pilots.
- 200 Euro per teamleader/assistant.
- Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The entry fee includes as a minimum:

- Map of the contest flying area with waypoints (Large size)
- ID Card & Safety/Contact information
- Contest numbers
- Upload of turnpoints with GPS coordinates
- GPS track-log download
- Live-Tracking
- Competitor and Glider identification
- Packed Lunch and water
- Event T-shirt and other gadgets
- Free access to all Championship events and parties
- Free Internet (Wi-Fi) access at the HQ

- Emergency rescue and first aid medical service
- Complimentary dinner

Retrieve will be provided for an additional charge.

Entry fee – including the first two nations in the ranking are to be paid to the following account:

- *Account Name: Aero Club Lega Piloti*
- *Bank Name: Credit Agricole Italia*
- *BicCode: CRPPIT2P027*
- *Account Number: IT93S0623065420000030881719*
- *Please indicate CIVL IDs of all the pilots you are paying for.*

Refund policy

If a pilot withdraws from the competition before May 26th 2025 and cannot be replaced by a qualified NAC-nominated pilot from that nation, a full refund will be offered, minus 150 Euro for administration costs.

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

10. Registration

Registration will be done according to Common Section 7– 5.

FAI Sporting License is mandatory for all pilots.

Entry forms will be completed, checked and signed.

In order to speed-up the registration process, 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.
- One 3D GPS with the make, model and serial number available. 3D backup GPS is strongly recommended.
- Certificate of insurance covering third party liability risk (with English translation if needed).
- Certificate for personal accident/hospitalization/repatriation (with English translation if needed).
- Pilots' and assistants' mobile telephone numbers.
- Liability waiver properly filled out and signed.
- Waiver declaration (agreement on release of liability).
- Certified glider statement.
- Entry form.
- Pilot experience declaration.

11. Insurance

The 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 third party liability 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 the 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 responsibility to provide above listed insurance during the official registration.

12. Equipment

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

Visibility

To improve visibility, any competitor glider with a grey colored leading edge must display either high contrast colored leading edge decals or a high contrast nose cone. Most visible colours are day-glow yellow, orange and green.

Radio

According to Section 7A – 4.5.3

Radios (2m band) will be mandatory. Pilots or their team leaders must 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 the pilot's radio permits monitoring of this team frequency while simultaneously receiving broadcasting on the Safety Frequency.

Contest number

According to Common Section 7 – 5.2.4

Organisers will supply numbers to be placed on the top portion of the gliders' downtubes. Provided numbers will also be placed on the pilots' helmets, on the right side.

13. Take-off

As described on Competition official website and **Civilcomps.org** event's page.

14. Launch

Launch Window

For a task to be valid, the launch window must be open with launchable conditions for at least 1 minute per pilot, per launch line, prior to the first start time.

Wind Speed at Launch

The maximum wind speed in which a task shall be flown is 20km/h including gusts readings, measured on take-off at man's height.

Take-Off Procedures

The take-off procedure from each launch site can be executed on parallel lanes, each one with its corresponding assigned area for glider assembly and launch lanes. The first 6 positions are reserved to Task and Safety Committee.

Ordered Launch

Ordered launch will be used throughout the Competition, in the following manner:

15 minutes for Early Birds, followed by:

- On the first task day, Class 1 Team Captains in order of WPRS national ranking, then top 10 pilots from the Sport Class WPRS ranking in reversed order, followed by remaining Sport Class pilots. (May1st update)
- On all other days: Class 1 Team Captains in order of overall national ranking, then top 10 pilots from the overall results in reverse order, followed by the remaining pilots in order of overall ranking.

Early bird launch positions may be used during the event at the discretion of the Meet Director. The Meet Director will announce daily at the Team Leader briefing whether Early Birds will be allowed on each task day.

Pilots must be ready to launch and in their ordered position in the launch queue or will be placed at the back of the queue and will launch last in their launch line.

The launch order will be confirmed and posted on the official board at the HQ site every day. Positions to assembly gliders will be marked by corresponding numbers on the ground.

Push System

The push system may be used according to Section 7A – 3.3.6, at the discretion of the Meet Director (after consulting with the Safety Committee) depending on the day's conditions at the take-off lanes. The allowance or not of the 'push' system will be informed on a day-by-day basis, at the Pilot briefing/Task briefing.

Early Bird

If Early Birds are allowed, the number of Early Birds for any given day will be 2.

Any pilot outside the top 10 may request an early bird launch at the daily briefing each morning. If more than 2 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 daily briefing to choose the 2 early bird pilots and their launch order, otherwise only launch order will be drawn.

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 their assigned launch line (not to their original launch position outside the early bird period).

No Pilots Willing to Launch

When the pilots in the front of the line are not 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 shall enter the launch lanes only when completely ready to fly. At no stage is a pilot permitted to launch without a pre-flight check and permission from the launch director/marshal at his/her lane. Staff members will be in the start lanes to carry out checks, which all pilots must allow them to do.

Re-launch

No re-launches will be allowed.

TAKE-OFF SITES:

Sasso del Ferro – Poggio Sant'Elsa – (Laveno) – 960m ASL South slope. Transport to the ramp area by local cable car, allowed to transport hang gliders. Large grass area for rigging/preparation with trees in the back which offer natural shade. No obstacles.

Number of launches: 1

Facilities: bar and restaurant, water, toilets

Monte Nudo – (Cittiglio - Brenta) – 1110m ASL South slope. Asphalt road and dirt road in the last 500 meters. Large grass area for rigging/preparation with trees all around which offer natural shade. No obstacles.

Number of launches: 2

Facilities: water, toilets

15. Airspaces and Other Restrictions

Notams will be issued for this event from Italian Air authorities, assuring a safe air space to all pilots involved.

Precise information will be explained during the Mandatory Safety Briefing and published every day on the task board.

Competition area is in Class G airspace. At its western borders, the Lugano CTR (6500 ft) begins, with an average of 2 to 3 flights per day.

Specific NOTAM will be issued.

- Altitude Limit Infringement or Airspace Intrusion:
- **Between 50 to 15 meters (vertically or horizontally) outside the prohibited airspace:** Linear from 0% to 10% percent of pilot's points;
- **Between 15 to 0 meters outside the prohibited airspace:** Linear from 10% to 100% of pilot's points;
- From zero meters inside the prohibited airspace: 100 percent of pilot's points

Note: Vertical airspace violations are checked by barometric altitude and horizontal violations are checked by GPS positions.

16. Safety Issues

Pilot Reporting of Safety

According to Section 7A – 8

Pilots should report safety issues through their Team Leader and their Team Leader will report them to the Meet Director.

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

Report Back and Sign Out/Landing Forms

In the interest of safety, all pilots landing away from goal should report back within 5 minutes of their landing using the Live-Tracking device or via mobile phone voice, message, WhatsApp or Telegram. Pilots landing on goal should report to the Goal Marshal.

After the report back deadline time stated on the task board, an emergency might be declared with search and rescue initiated at the cost of the 'missing' competitor. Penalty points may be applied for failure to follow this report-back rule.

Every pilot is encouraged to fill out the Safety Form provided by the organisers.

Medical Services

Throughout the competition an ambulance and mountain rescue will be available at take-off and goal areas.

A specific rescue application will be used all pilots must download it on their phone. Application use will be explained during Mandatory Safety Briefing.

17. Task setting

Task Advisory Committee

According to Common Section 7–4.
It will include the Steward, the Meet Director and 3 pilots.

Safety Committee

According to Common Section 7–4.
It will include 3 pilots.

Competition area is both flatland, hill and mountain.
Goal line, virtual or physical, as well as a goal cylinder, may be used as a goal sector.

18. Free-Flyers

According to Common Section 7–8.
Free-flyers will not be allowed to launch from 45 minutes before the window open until 30 minutes after the window close time.

19. Live-tracking

The organization will use CIVL live tracking system (Flymaster BlueFlex360).
According to Section 7A–4, public display delayed will be the minimum allowed.

The organization will provide Live Tracking devices to all competitors (LTD: device for real time tracking) to be used in each task.

These devices will be used to increase safety, achieve significant media impact and to improve retrieve services to pilots. The devices will also be used as the primary source for scoring. Every morning pilots will receive their Live Tracker turned on, as they register for flying. 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 Live Trackers and delivering them to the pilots every flying day. The pilots, upon receipt of their Live Tracker will be responsible for the proper use. It is a pilot's responsibility to report any known malfunction of a Live Tracker 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 the full cost of the Live Tracker - €250.

20. Scoring

The latest CIVL GAP formula will be used in combination with the AIRSCORE scoring program. GPS Dump will be used for track download and way point upload.

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.

GAP Parameters will be set at:

- Nominal Launch: 96%
- Nominal Distance: 30km
- Minimum Distance: 5km
- Nominal Goal: 30%
- Nominal Time: 1:00h

GAP Parameters will be discussed and confirmed at the first Team Leader Briefing.

21. Penalties

According to Section 7A–6, except otherwise stated here.

- Flying without a Live-Tracker or intentionally compromising its functionality or turning it off in flight
 - 1st offence: 300points.

- 2nd offence: zero for the task.
- Failure to report back.
 - 1st offence: Warning and take-off as last pilot in his/her lane the day after.
 - 2nd offence: zero for the task.
- Not returning the Live Tracker to the headquarters as soon as possible after landing will be considered as unsporting behaviour.
 - 1st offence: warning.
 - 2nd offence: zero for the task

22. Complaints and protests

As per General Section and Section 7A – 7.

Deadlines for complaints

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 flying day is defined as a day when a team leader briefing is held and pilots travel to the take-off regardless of whether any pilot starts a task.

Appendix A: Sport Class gliders

	A	B			
Brand	Delta DHV 1, 2, 2/3	Delta DHV 3			
AEROS	Fox	Discus C			
	Discus				
AVIAN	Fly	Puma			
	Rio 2				
BAUTEK	Sunrise	Fizz			
	Kite				
	Astir				
ICARO2000	Relax	MastR			
	Relax 2				
	Piuma				
	Orbiter				
	Orbiter 2				
	Alto				
MOYES	Malibu	Litesport			
	Malibu 2				
	Gecko				
NORTH WING	Liberty				
SEEDWINGS	Funky				
	Space				
	Spider				
	Skyrunner				
WILLS WING	Falcon	U2			
	Falcon 2				
	Falcon 3				
	Falcon 4				
	Sport				
	Sport 2				
	Sport 3				
Pilots					
T. CAPTAIN	Ranked in Class 1, before 2024 June 1st: Only A gliders permitted				
Sport Class:	Gliders A & B permitted				