



LOCAL RULES

17TH FAI European PARAGLIDING CHAMPIONSHIP Pegalajar, Jaén. Spain

MAY 21st to JUNE 1st, 2024

V 4. Approved by CIVL Bureau on April 14, 2024

Organized by:

Club Centro de Vuelo Pegalajar-Pegalajar City Council

On behalf of:

Spanish Royal Aeronautical Federation



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 and its Annexes

Version changes:

V.0. (Dec 11, 2023)– A 36 month pilot eligibility look up period was stated.

V.1. (Feb 20, 2024)– Pilots eligibility look-up period was changed to 24 months as per S7. Final changes and payment deadline is set to May 6, 2024. Added information on Take off. Registration and official training day are moved to May 21, 2024.

V.2. (March 25, 2024)– Screening committee members are added. Removed March 5 deadline for the 2nd allocation and respective payment deadline on March 20. The new deadlines will be announced

V 3. Changed number of participants from 130 to 140. Announces 3rd allocation as final. Refund deadline moved to April 30 from April 20, 2024. Adds refund possibility for a serious medical reason.

V4. Safety briefing date typo correction. Latest GAP formula iso PWC will be used for scoring. Radio pilots have to be able to transmit and receive on the safety frequency. Wind speed clarification.

1 – Contacts:

Organizing NAC:

Real Federación Aeronáutica Española. Ctra. Barrio de la Fortuna Nº14. 28054, Madrid.

www.rfae.es

Phone number: +0034 915085480

E-mail: fae@rfae.es

Competition organiser :

Club Centro de Vuelo Pegalajar. Ctra. Pegalajar-Mancha Real Km 7. 23110 Pegalajar

Phone number: +34 678721076

E-mail: moralesgonzalezantoniolope@gmail.com

CIVL web-site <https://civlcomps.org/event/pg-euro-2024>

Registration <https://civlcomps.org/event/pg-euro-2024/registration>

Headquarters: C. Eras, 10, 23110 Pegalajar, Jaén

Access

To get to Pegalajar participants may take the train to Jaén Capital, and from there take a bus. It is very close, 20 min. and many pilots in the area live in Jaén and the organization can pick up those who arrive by train.

Pegalajar is 5 min from the highway Granada-Jaén. The HQ is located in the Cultural Center of Pegalajar <https://goo.gl/maps/W9JGReuJTdCd9bz77>

There are no parking problems in the area.

To get to the 7-Pillars take-off it is 2 km from the village by road.

<https://goo.gl/maps/2T7v4ww024qkk7NA6>. Very easy and comfortable. There is ample parking on take-off, although there will be daily shuttles for pilots from HQ to avoid using cars.

The nearest airport is Granada. It is 50 min away. The second closest airport is Malaga, 1:45 h.

Shuttle, car rental:

We have partnered with Bujarkay to offer you the best mini-van rental deal:

- <https://www.bujarkay.com/alquiler-y-renting/> Price: 100€ per day. (5,7 or 9 places)
- <https://www.yarentacar.es/> Price: 120€ per day. (5,7 or 9 places).
- <https://www.telefurgo.com/es>
- <https://www.enterprise.es/es/alquiler-de-coches/destinos/espana/poligono-los-olivares-jaen-e5u4.html>

Accommodation

<https://maginadream.com/> a 15 min to HQ

<https://www.restaurantehoteleloasis.es/> 8-10 min to HQ. Best hotel. Easy and cheap. 25 rooms

<https://www.ladehesadelacebuche.com/> Near to Takeoff (2km into de village and takeoff).

<https://zambrahotel.es/> 10 min. in Mancha Real.

https://www.booking.com/hotel/es/hociudaddejaen.es.html?auth_success=1 15 min. Biggest hotel in Jaen City.

<https://www.booking.com> find: Pegalajar. We have several typical rural houses.

<https://ayto-pegalajar.org/donde-dormir-en-pegalajar/> another typical houses.

Camping Area: the price for camping will be 6 € per day and vehicle up to a maximum of 40 seats and it will be mandatory to pay in advance by bizum to tlf 630142140. The price includes: energy point, showers and security service during the task.

2 – Officials:

Event organizer: Antonio Lope Morales González / Antonio Romero Herrera

Meet director: Íñigo Redín Micháus

Safety director: Cristina Sofía Rodríguez Ortega

Rescue coordinator: Antonio Lope Morales González

Live tracking coordinator: Samuel Aguilera Romero / Elena Filonova / Pilar González

Weather forecast: Ramón Padilla

Transport and Retrieval: Samuel Aguilera Romero / Monserrat Santana

Scorer: Samuel Aguilera Romero / Monserrat Santana / Pilar González

Doctor: Cristina Sofía Rodríguez Ortega / Israel González

Headquarters Coordinator: Samuel Aguilera Romero/ Antonio Lope Morales González

Host/Hostess: To be advised.

Take-Off Marshal: Luis Castellanos

Goal Marshal: Juan Carlos Muriana Hidalgo

Air Marshals: To be advised.

Public and Press Relations: Elena Filonova /

Photographs, videos: Media Team

Social events: Judith Claire Mole / To be advised (Live broadcast)

FAI Steward: Goran Dimishkovski, North Macedonia

FAI Jury President: Bill Hughes JP (USA),

FAI Jury Members: Cristiano Pereira (POR), Ivan Lukanov (MKD)

3 – Program:

Monday May 20th:

Unofficial training day

16:00 – 19:00 Registration

Tuesday May 21st:

08:00 to 10:00 Registration

- Registered pilots will be able to train. Shuttles will be provided by the organization.
- Pass for the shuttles will be given to the pilots when the registration process is completed.
- Retrievals from the announced landing field will be provided up to 16:00.

10:00 to 17:00	Official Training Day
17:30 to 18:30	First Team Leaders briefing
18:40 to 19:50	Mandatory Safety Briefing
20:00 to 22:00	Opening Ceremony & dinner

May 22nd to June 1st:

Contest Flying Days

June 1st:

22:00 Closing & Award Ceremony

- A pilots' party will be organized during the event, preferably on the eve of the rest day.
- The timetable is subject to change.
- Any change before the start of the competition will be posted on the website and/or will be communicated to the pilots.
- After the start of the competition, changes will be announced by the Meet Director at the pilots' briefing.
- Changes of the typical daily schedule will be posted on the official board at headquarters and/or sent to all pilots via announced electronic communication platform.

Typical schedule on training and competition days:

08:30	Opening of the HQ
08:45	Team Leaders' Briefing at HQ
09:15	Task and Safety Committee meetings
10:00	Transportation to take-off
11:00	Lunch packs in Takeoff
11:45	Pilots' briefing at the take-off.
12:30	Take-off window opens.
15:00	Scoring office opens.
20:00	Deadline for returning Live Trackers
21:00	Provisional results

- **The daily schedule is subject to change.**

4 – Entry:

The maximum number of pilots is 140.

There is no maximum number of pilots per nation.

The maximum number of pilots constituting a national team is 4 total and 3 of one gender.

2 best results scoring for the team.

5 – Eligibility to compete:

The ranking reference date defining the qualification criteria, the nations' priority table and allocation is January 2024 ranking, published on February 1st 2024.

Exceptions to pilot qualification requirements:

As per Section 7A.
As per decision of CIVL Plenary 2024.

6 – Application to compete:

Applications must be made through (<https://civlcomps.org/event/pg-euro-2024>) starting from 15/11/2023 and finishing on 01/05/2024.

All information required on the application form must be filled in.

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:

Screening Committee: Bill Hughes, Igor Erzen, Cristiano Pereira

7 – Allocation and payments:

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

The first allocation round will be made, and results will be published on the official website on February 20th, 2024.

The entry fee payment process will start on February 20th. Confirmation of payment transfer must be sent to the organizers by email before March 1st, 2024.

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 2nd allocation and the deadline for the final payment will be made upon further announcement.

The deadline for the final payment will be announced. For any past due payment, a supplementary fee of 50 euros will be applied

The third allocation is announced on April 4, 2024 and is final.

The deadline for the final payment according to the 3rd allocation is April 11, 2024.

The number of places paid by nations on April 11, 2024 are final and will not be reallocated to other nations.

After April 11th and the beginning of the event, if any spot becomes open because of cancellation, the spot will be offered only to a pilot of the same NAC (same nation). If there is no pilot from that NAC willing to take that slot, it may be refunded based on the principles in i8.

8 – Entry Fees and payment:

The Entry fee will be:

- Pilots: 540 €
- Team Leaders: €270
- Supporters: 150 €

(*Supporters* are people who wish to participate to all aspects of the event. They may or may not be accompanying pilots and teams. They will get a specific ID. The intent is to provide an

opportunity for the teams to get additional support apart from the one provided by the organizers. The lunch pack and all transport will be provided for the *supporters*. Anyone that is not a *supporter* may get t-shirts and participate to parties for a fee.)

The Entry fee for pilots and team leaders includes:

- Colored digital map of the task area showing take-offs, turnpoints, landing fields and restricted airspace and areas, with a clear visible grid matching the GPS coordinates used for the competition
- For the team leaders, a laminated map and an erasable pen to brief their team;
- ID card with safety/contact information
- Contest numbers when necessary. Contest numbers are mandatory
- Transport to take off
- Retrieve for all competition days (on request)
- Turnpoints with GPS coordinates
- GPS track-log download
- Restricted airspace file if required
- Live tracking
- Daily breakfast, lunch pack and water
- Free access to all events and parties
- Free internet access at the HQ
- Emergency rescue and first aid medical service

The Entry fee for supporters includes:

- T-shirt
- Lunch pack and water
- Free access to all parties including the opening ceremony, pilots' night and closing ceremony parties
- Transport to take off (competitors, staff and officials have priority access)
- Return to HQ from the take-off exclusively (no retrieve from the task route for the day)

Entry fees are to be paid to the following account that will be sent if the pre-registration is accepted by the organization.

Account Name: **Real Federación Aeronáutica Española**
 Bank Name: **La Caixa**
 Swift Code: **CAIXESBBXXX**
 Account Number: **ES26 2100 8739 91 2200023876**

Please indicate that the payment reference is:

- PG European 2024
- Your name
- CIVL ID

Refund policy

In the event of a pilot withdrawing from the competition before April 30th, 2024, a full refund will be made deducting 50€ of administrative fees.

Cancellations received after this date will not be eligible for a refund except for a serious medical reason proven by a doctor's certificate.

There is no charge for a change of pilots in the same nation (of the same NAC).

9 – Registration:

Registration according to Common Section 7-5.2 and Section 7A-2.

- 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 organizer before the official registration.
- Entry forms must be filled in, checked, and signed at registration.
- A valid online FAI Sporting License is mandatory for all pilots. Check the status in your registration card in the event on civlcomps.org <https://civlcomps.org/event/pg-euro-2024/registration>

Each competitor must present:

- Proof of his/her identity and nationality
- Certificate of insurance as detailed
- Back-up GPS and suitable connection cable if necessary.

Warning!

The pilots' Safety Briefing that will take place at the HQ on May 21th, 2024, at 18:40 is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition. If absence of the pilot at the Mandatory Safety Briefing is justified, Meet Director will brief the pilot in question personally before the first official task.

10 – Insurance:

Subscribing to a specific insurance, and being in active possession of one, is the personal pilot's responsibility.

The fact that the organizer accepts the pilot's insurance does not relieve the pilot of his/her responsibility and **it is not creating any liability for the organizers if pilot's personal insurance is not accepted by the services who may ask for it.**

It is mandatory to be covered for:

- Public liability risk (minimum value: €300.000)
- Individual accidents, covering paragliding specific activities outside the pilot's country of residence.
- Medical treatment
- Medical helicopter evacuation
- Repatriation coverage

11 – Equipment:

All equipment must abide by Section 7A and 7H. This includes CIVL approved flight instruments. See <https://www.fai.org/page/civl-xc-instrument-accepted>. Flight instrument must include barometric altitude measure.

The Meet Director may accept instruments that are not on the list.

Mobile phones

They must accept European or Spanish Sim cards.

The organizers will inform where appropriate Sim Cards can be purchased. Vodafone, Movistar, European or Spanish Sim cards are highly recommended for safety, landing report and retrievals. It is mandatory for all pilots to install Telegram on their phone.

(See <https://play.google.com/store/apps/details?id=org.telegram.messenger> or <https://apps.apple.com/us/app/telegram-messenger/id686449807>)

Radio

As per Section 7A - 4.5.3.

Radio receivers are mandatory for all pilots. Voice activated microphones (VOX operated) are strictly forbidden. Radio transmitters are permitted.

- Pilots' safety frequency is: 142.500.
- Retrieval frequency is: 143.750.
- Emergency frequency is: 142.700.
- It is mandatory to have the radio tuned into the pilots' safety frequency and for the pilot to be able to **transmit and receive** on the safety frequency.

Equipment control as per Section 7 Common 7.3.3, Section 7A 8.4.2 and Section 7G 9.

12 – Committees:

Task Advisory Committees

It will include 3 pilots, the Meet Director and the FAI Steward.

On proposal of the Meet Director, or proposed by the Team Leaders, they will be elected at the first Team Leaders Briefing. In case of voting, a simple majority will be accepted.

Safety Committee

It will include 3 pilots.

On proposal of the Meet Director, or proposed by the Team leaders, they will be elected at the first Team Leaders Briefing.

13 – Take off site:

Take-off is situated at 2 km of Pegalajar, in a road between Pegalajar and Mancha Real Villages.

Coordinates are:

- LAT:37.75 Long:-3.65.
- Official Name: Despegue de 7-Pilillas
- Altitude: 930 m a.s.l.
- Time to arrive from the HQ: 5 min
- Access: By road
- Parking area: Yes
- Services and restaurant: Yes
- Flyable wind orientations: SW, W, NW, N and NE

More info and photos in <https://civlcomps.org/event/pg-euro-2024/info>

14 – Launch:

Launch system

Free access through a controlled gate entrance to multiple starting points will be the main launch system in use during this competition.

Ordered launch may be used at the discretion of the MD according to Section 7A.

Priority

In case an ordered launch system is used, the top 5 women and 15 men will have priority to enter the take-off area at any time. First task priority will be defined by the rank of participating pilots in the current WPRS ranking. The ranking at the start of the competition will be used as the reference.

Pilots of the Task and Safety committees have priority to enter the take-off area at any time.

Relaunch:

As per Section 7A 3.3.9

Re-launch: only in 7-Pilillas take-off.

The pilot will qualify for the re-launch only if he/she has not taken the valid start gate of the particular task.

In the other take-offs relaunch will be granted only if serious safety problems are experienced by the pilot during the take-off procedure. Re-launch must be requested by the Team Leader of the pilot in question and approved by the Meet Director or the Safety Director of the Championship.

Wind speed at the take-off:

The maximum wind speed in which a task shall be flown is 28 km/h. The wind speed is measured at take-off at man's height. The maximum wind speed allowing to launch will be determined by the Take off Marshall in consultation with Meet Director or Safety Director. The decision will be based on their own devices measurements and the knowledge of the local aerology. 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.

15 – Goal:

The goals to be used in the Championship will be a “cylinder” or a “line” as described in Section 7 XC Scoring 6.2.

A physical reference goal line may be used.

However, in case of the line, the virtual line as per competitor's GPS instrument represents the actual goal line.

16 – Airspace and other restrictions:

Any airspace limitations will be provided at the Safety Briefing. All airspace files will be provided by the organizers.

17 – Penalties:

As per Section 7A – 6 at the time of the championship.

18 – Safety issues:**Assisting injured pilots**

As per Section 7A.

Report back:

Report back immediately after landing (10 minutes maximum).

Not reporting back in time for unacceptable reasons will lead to a penalty.

19 – Pre-flyers and other flyers:

As per Section 7 Common.

20 – Scoring:

The latest GAP formula will be used. Airscore or FS scoring system will be used.

Scoring formula parameters will be published on the website and printed on the information boards. The parameters to be validated at the mandatory safety briefing are:

- Nominal launch: (default value = 96%).
- Nominal distance: 60 km
- Minimum distance: 3 km
- Nominal goal: 30%
- Nominal time: 1h30

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 Flymaster tracking System. All other instruments that pilots may have (maximum of two) are considered as backups.

Stopped task:

As per Section 7A 3.5 and 7 F XC scoring (CIVL GAP) 12.3 – 5.6

The Meet or the Safety Director will announce stopped task and stop time on the pilots' safety frequency. In addition, this stopped task and stop time may be notified by other ways (Telegram, live trackers).

21 – Live Trackers:

The organization will provide all pilots with live trackers. Live trackers are essential for safety and retrieving. They will also be used as the primary source for scoring and to achieve significant media impact.

Every morning, each pilot must pick up his own live tracker at take-off. Picking up the tracker is considered as registering for flying.

Pilots must keep them during the flight, always turned on. They must give them back at the headquarters immediately after they have been retrieved.

Pilots who believe that their live tracker is not working properly must contact the Meet Director, Safety Director or Live-Tracker Manager without delay.

In case of a loss or damage of a live tracker, the pilot will be asked for a €250 compensation.

22 – Penalties:

According to Section 7A-6.

23 – Complaints and protests:

As per General Section and Section 7A – Chapter 7.

If provisional results are published before 22:00, the complaint deadline is 08:30 the next day.

If provisional results are published after 22:00, the complaint deadline is 11:00 the next day and at least 4 hours after the publication of the provisional results.

For the last two competition planned tasks, protests must be submitted within 1 hour after the result of the complaint is published at the headquarters.

The protest fee is €50. It will be returned if the protest is upheld.

24 – Rest day:

As per Section 7A 3.9.

A flying day is defined as a day when the pilots were transported to the take-off with the intention to run a task for that particular day.