



Local Regulations

7th FAI Paragliding Accuracy European Championship

September 2nd – September 11th 2022

Sibiu, Romania

Event ID 12794

Approved by the CIVL Bureau 22 March 2022

Organized by:
Paragliding club "AIR ADREANALINE SIBIU"
Romanian Aeronautical Federation

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

General Section of the FAI Sporting Code
Section 7 Common of the FAI Sporting Code
Section 7C of the FAI Sporting Code
And the Organiser Agreement (including the bid documents)

1. Contacts & Officials

NAC Organiser

Romanian Aeronautical Federation
Address: Vasile Conta street, no 16
020954 Bucharest, Romania
Tel: +40723245924
www.federatiaaeronautica.ro
e-mail: mihailiebalon@yahoo.com

Local Organiser

Paragliding club "Air Adrenaline",
Address: Tipografilor street, no 18
550164, Sibiu, Romania
Tel: +40742045500
www.airadrenaline.ro
e-mail: unlimitedact@yahoo.com

Official website and registration: <https://civlcomps.org/event/europga2022>

Organisation/Event Director: Diana Calin (Romania)

Meet Director: Valentin Ioan Popa (Romania)

Safety Director: Mihai Petrascu (Romania)

Chief Judge : Jun Zhang (China)

Chief Launch Marshal: Istrate Mihnea (Romania)

Event Judge: Grosu Gheorghe (Romania)

Target Judge
Brigitta Gergely (Hungary)
Butyka Zsolt (Romania)
Ghiuri Balog (Hungary)
Socz Ianos (Romania)
Raducan Alin (Romania)
Valentin Budusan (Romania)
TBA

TBA

TBA

Chief tow team:	Radu Gheorghe Urdea (Romania)
Meteorologist:	Ovidiu Ioan Bora (Romania)
Scorer:	Virginia Neagoe (Romania, Spain)
Retrieve/Check in:	Agafiu Florian Stefan (Romania)
HQ/Admin manager:	Anca Manescu (Romania)
PR/media :	Image Art SRL, Daniel Baltat (Romania)
Rescue:	Sibiu Mountain Rescue Team

FAI Officials

Steward	Riikka Viikuna (FIN)
CIVL/FAI Jury president	Andrew Cowley (UK)
CIVL/FAI Jury member	Zeljko Ovuka (SRB)
CIVL/FAI Jury member	TBD

HQ Location: Sibiu, Hotel My Continental
<https://mycontinental-sibiu.continentalhotels.ro/>

2. Programme

Event programme:

Official registration and equipment check : Fri, 2nd September, (12:00 - 19:00)
Official registration, equipment check : Sat, 3rd September, (8:30 - 11:00)
Training day: Sat, 3rd September, (12:00 - 16:00)
Opening ceremony: Sat, 3rd September (19:00)
Mandatory Safety Briefing: Sun, 4th September, (09:00-10:30)
Team Leader Briefing daily, (08:15 -08:45)
Contest flying days: Sun, 4th September to Sat, 10th September
Prize-giving and Closing ceremony: Sun, 11th September (10:00)

Typical daily schedule

- 08:00 - Headquarters open
- 08:30 - Deadline for complaints/protests of the previous day
- 08:30 - Team leader briefing
- 09:00 - Transportation to Take off
- 10:30 - Start of competition day
- 18:00 - End of competition day
- 19:00 - Headquarters closes
- 20:00 - Complaints resolution published

Rest day in accordance with Section 7C.

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 and posted on the noticeboard.

3. Entry

3.1. Numbers

- The maximum number of pilots in the championship is 120.
- The maximum number of pilots that may be entered by a NAC is 10 (at least 2 female pilots)
- The maximum number of pilots constituting a national team is 7 and 5 of one gender
- After the deadline registration and second allocation, if the still places are available after the European pilots have been allocated, the remaining vacancies will be allocated to non-European pilots based on the WPRS ranking

The registration system (online <https://civlcomps.org/event/europga2022>) will be closed on 15th May.

3.2 Selection Procedures

- Pilot qualification criteria for the Championship is: reference ranking is May 2022 ranking published on 1th May 2022. Therefore the rankings to be used will be May 2019 to May 2022 inclusive.
- The pilot has to be confirmed as competitor by his/her own NAC.
- The nations' priority table will be set according to the WPRS nation ranking published on 1 May 2022. All allocations will be done based on that table.
- All applications made through the official web site must be made by the pilot. The entry deadline will be 15th May 2022. The list of pilots who are representing NAC must be sent by the NAC or their official representative to the organiser. The deadline is 30th May 2022. Only pilots that are approved by their NAC will be considered for allocation.
- The list of pilots who apply for the competition will be checked on June 1st, 2022. Applications from pilots who are not eligible will be disregarded.
- First allocation round will be made June 5th 2022. Each team will be allocated a maximum of 7 pilots (at least 2 female pilot). Subsequent passes will allocate to each team another pilot in sequence according to the nation priority table until a total of 120 pilots are reached or no more applications are left.
- Results from the first allocation round will be published on the official web site and the entry fee payment process will start. The deadline for payments will be June 30th 2022.
- After the payment deadline the team allocation table will be updated. Any unpaid places will be re-allocated in the second round on July 5th 2022. The second round will run until a total of 120 pilots are reached or no more applications are left.
- The deadline for the second payment will be July 15th 2022

- In the case where 120 pilots are not allocated in time, the allocation deadline may be extended to 1st August 2022

4. Entry fee

The entry fee will be:

- 350 euros per pilot
- 150 euros per team leader/assistants

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

5. Payment

All pilots must to pay their entry fees to the following bank account (Please indicate CIVL IDs of the pilots you are paying for, or country):

Transilvania Bank Sibiu, Romania

In favour of:

CS AIR ADRENALINE

Str. Tipografilor no. 18, Sibiu, Romania

Account Number (IBAN): RO86BTRLEURCRT0364293901

Bank code (BIC): BTRLRO22

The Entry Fee includes:

- Transport to the take-off and retrieve.
- Emergency rescue and first aid medical service.
- Tow launches.
- Pilot identification number.
- ID card & safety/contact information.
- Lunch package, refreshments.
- Daily transportation to and the take-off/ landing place
- Competition T-shirt.
- Free access to all competition events and parties.
- Free internet (Wi-Fi) access at the HQ.

The Entry Fee does not include:

- Accommodation.
- Breakfast and Evening Dinner.
- Airport Transfer (transportation)
- Daily transportation to HQ for meetings.

Refund policy:

In the event of pilot withdrawing from the competition before 15th August 2022 and who cannot be replaced by a qualified pilot, a 50% refund will be offered. Withdrawing received

after this date will not be eligible for a refund except if the withdrawal is linked to the Covid-19 pandemic or at organizers' discretion in any other case. If, at any time, a pilot withdraws and is replaced by another from the same country, there is no charge.

6. Prize fund

All podium winners (overall, female, team) will get medals, diplomas and gifts.

7. Registration

Pre-registration of the pilots and teams must be done at the official website:

<https://civlcomps.org/event/europga2022> (available from 1st March 2022)

Registration shall be in accordance with Common Section 7-5 and Section 7C-2.

The official registration will be on:

Friday, 2nd September, (12:00 - 19:00) and

Saturday, 3rd September, (8:30 - 11:00)

Entry Forms will be completed during the registration.

The following is required from all pilots at registration :

- Valid Pilot Licence (if provided by NAC)
- Valid FAI Sporting Licence (will be checked on-line before the event)
- IPPI SAFE PARA level 4 A (or equivalent demonstration of competency)
- A valid insurance certificate, in English, covering public liability risk.
- A Personal accident/hospitalisation/repatriation to home country insurance.

FAI Licences validity will be checked prior to the competition.

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability).
- The Certified Glider/Equipment Statement.
- The Entry Form.

Attention!

The Safety briefing will be in the Competition headquarters on Sunday, 4th September, at 09:00 hours and attendance **is mandatory** for all competitors. Pilots who do not attend this meeting will not be permitted to fly in the competition. Only pilots approved by Meet Director can have a Safety Briefing before the start the competition, in case of special circumstances.

Important Note:

Pilots are responsible for making sure that they have an on-line FAI Sporting Licence that is valid for the whole competition.

8. Insurance

The organizers will not be able to provide insurance. It is therefore essential that all pilots must organize their own insurance for the competition before their arrival.

The organisers require that documentary proof in English must be presented to the registration team before the start of the championship of:

- Valid insurance covering public liability risk to the value of minimum **€30,000**.
- Valid paragliding competitions personal accident insurance. This must include repatriation to the country of origin and medical treatment if required.

9. Equipment

All equipment must comply with FAI Sporting Code Section 7C-8.

The organizer reserves the right to check the equipment and, if it is not in the technical parameters, is modified to the constructive formula or used outside the weight limit, it may disqualify the pilot. **Equipment will be checked during the registration process by specialized technical staff and supervised by Safety Director.**

Pilots must have a certified tow release system. If they do not own this system, the organizer will provide to hire a tow release system for 30 euros for all competition days.

If the pilots want to buy a tow release system, the price will be 50 euros.

9.1. Contest numbers

The pilot ID numbers supplied by the organiser must be visible and placed on leg of pilot, as specified at registration.

9.2. Radios

The organiser may require pilots to carry a radio able to receive and transmit on the safety frequency. The radio frequency is 144,950 MHz. Voice activated microphones (VOX operated) are strictly forbidden.

10. Safety committee

The Safety Committee will be elected at the first Pilots briefing and will include 3 competition pilots. (See Common Section 7-4).

The Safety Committee will include: Meet Director, Launch Marshal (or Deputy), senior member of Judging Team, and a minimum of two experienced pilots (one local, one visitor – they must be competitors).

11. Competition locations

11.1. Hill take-offs:

Valare 2 :

Take-off type: grass
Altitude: 1155m ASL
Height difference to landing: 597m
Take-off main direction: N-NE
Favorable winds to take-off : N, NE, NW, W, E
Start coordinates: 45⁰42'1.83" N 23⁰58'37.23"E

Stanca Lupului:

Take-off type: grass
Altitude: 1117m ASL
Height difference to landing: 559m
Take-off main direction: W-E
Favorable winds to take-off: W, SW, SE, E
Start coordinates: 45⁰42'2.88" N 23⁰59'26.36"E

Clopotiva:

Take-off type: grass
Altitude: 1160m ASL
Height difference to landing: 666m
Take-off main direction: N
Favorable winds to take-off: N, NE, NW
Start coordinates: 45⁰28'20 N 22⁰48'35"E

Garbova:

Take-off type: grass
Altitude: 758m ASL
Track length: 156m
Take-off main direction: NW-NE
Favorable winds to take-off : W-NW-N-NE- E
Start coordinates: 45°49'36"N 24°40'32"E

11.2. Tow take-offs:

Magura Cisnadie Aerodrome:

Take-off type: grass

Altitude: 463m ASL

Track length: 980m

Take-off main direction: N-S

Favorable winds to take-off : all directions

Start coordinates: 45⁰44'16.76" N 24⁰09'53.02"E

Other appropriate sites may be used by the Meet Director.

12. Take-off area

During the competition, the take-off area will be reserved for the pilots, the media and identified staff personal. The public in general will be kept outside the take-off area.

13. Launch

Method: Hill Launch & Tow Launch

For tow launch a G8 system will be used.

Launch procedures in Annex 1 to these Local regulations. All pilots must be familiar with the procedures.

13.1. Relaunch

The relaunch is possible in the following situations:

- due to meteorological reasons the pilot cannot reach the landing area,
- crowded landing area,
- line failure or towing car failure during the towing procedure,
- early release due to an emergency situation.

14. Number of rounds

In accordance with Section 7C.

15. Wind speed

The maximum permitted wind speed at each target area, for the purposes of competition is 7m/s.

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

16. Scoring

According to Section 7C.

16.1. Individual score

According to Section 7C 5.4.1. 5.4.3 and 5.4.5.2.

16.2. Team score

According to Section 7C 5.4.4. and 5.4.5.1

The team score for each round will be calculated as the aggregate score of the best **three** pilots in the team. If any team has fewer than three competitors, then for each round a maximum score will be awarded to the team for each of the scores for which there is no competitor.

16.3. Result publishing

As soon as is practical possible 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 1 hours of the scores being posted. (Except for the last round, see 23 below.)

If provisional scores are posted after 08.00 p.m. and before 6.00 a.m. next day, then the deadline for a complaint is 8.30 a.m. the next day.

17. 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 (2 cm) disc to a maximum score of 500 cm.

The measurement system used will be CIVL official AMD device. If the AMD system is not available or has technical issues that may affect the accuracy of the results, we will use a device in accordance with Section 7c 4.3

The measuring field will have clearly marked circles set at 1 m, 2.5 m and 5 m. And 10 m.

The landing area will be of non-slippery material.

18. 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 Chief Judge reserves 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. Lack of video evidence is not a valid reason to award a re-launch.

19. Free flyers

Free flyers won't be allowed to take-off, except with the permission of the Meet Director. Official pre-flyers will take-off as requested by the Meet Director or Safety Director.

20. Penalties

In accordance with Section 7C and the Section 7 Common.

21. Task Information

A task board at the landing will show:

- the results,
- the meteorological information,
- information related to competition and/or social events.

22. Complaints and Protests

Complaints and protests Refer to General Section, Common Section 7 and Section 7C.

Initial complaints will be dealt with by the Chief Judge.

If the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Meet Director or his deputy. The time limit is in according to S7 common 7.2.

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

The Official Protest forms and printed copies of S7c will be available at the Recorder table, and with the Launch Marshal and Chief Judge.

23. Emergency procedures

A specialized first aid team, and ambulance will be present at take-off and landing.

The nearest hospital is Municipal Hospital (Sibiu), which is approximate 20 minute drive from the landings points. The Hospital has full medical equipment and caters for serious medical cases.

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 7th European Paragliding Accuracy Landing2022 European Championship held at Sibiu, Romania from 2th of September to 11th September 2022(collectively, the "Competition"). I acknowledge that participating in the Competition or any other activity related thereto (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. (Signature:.....)

2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organisers, the Romanian Aeronautical Federation, 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. (Signature:.....)

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 Romania. 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 romanian courts and such courts have personal jurisdiction. (Signature:.....)

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. (Signature:.....)

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

Signed on this date: _____

Signature of Participant Printed name of Participant

_____ / _____ /

Address of Participant _____

Annex 1

Launching procedures

13.1 Hill Launch procedure:

- The pilot will prepare his equipment in the special designated area.
- The pilot will wait full equipped.
- The start marshal will announce the name of the pilot to come to the starting point.
- The glider will be arranged in U shape by the start assistants.
- The start marshal will check helmet and radio.
- The pilot will wait in the starting position for the start marshal's signal.
- When ready the pilot will takeoff.
- The pilot will fly on the indicated route to the landing spot.
- During the flight the pilot will avoid thermalling or soaring in order to maintain the timing of the landings.

13.2. Towing procedure:

13.2.1. Preparation

- The pilot will prepare his equipment in the special marked area.
- The pilot will wait fully I equipped.
- The start marshal will announce the name of the pilot to come the starting point.
- The glider will be arranged in U shape by the start assistants.
- The start marshal will overcheck the helmet and the radio.
- The towing car will stop 15 m in front of the pilot.
- The start assistant will bring the towing line from the car and assist the pilot during the connecting procedure.
- The start marshal will check the connection before launch.

13.2.2. The towing

- When ready, the pilot will wave his hand and the start marshal will order the launch.
- The car will start gaining speed.
- In 2 seconds will signal to the pilot to start (two short horn signals)
- The pilot will raise his glider as usual
- The tension in the line will be around 30 40 kg, just enough to help a little.

- When the glider is above the head in a stable position and aligned with the towing direction, the driver will increase the pressure.
- In 2 seconds, the tension will be around 60% from maximum.
- This pressure will maintain a moderate climb rate until a safety height of 20 m.
- After that, the pressure will increase to the maximum (80% of the takeoff weight)
- The glider will climb at trim speed (no brakes)
- The pilot should keep the glider aligned to the towing direction
- To maintain the alignment, short brake inputs are required.
- If the pilot is not able to correct the alignment, the driver will decrease the pressure until the problem is solved
- In order to avoid any interferences at the landing spot, the start marshal will control the moment of release after the towing.
- When the required altitude is reached the launch marshal will announce "Prepare for release".
- In the next moment the tow marshal will decrease the line pressure.
- Then the start marshal will announce "Release"
- After that, the pilot will action the release device.
- If there is no command from the start marshal, the pilot will wait for the towing car to stop.
- Just after the line pressure will decrease the pilot will release.
- The pilot will not release when the line is in full pressure!
- For releasing during the towing procedure with no reason, the pilot will have 500 for the round.
- Releasing during the towing part is permitted only in emergency situations when the start marshal will announce "Release" or there is a danger of collision with other aircrafts.
- After release, be sure the line is disconnected!
- Sometimes the line remains hooked!
- In that situation, just shake the release system little.
- If the line breaks during the towing - release immediately!