



**2020 Test Event for
23rd FAI World Hang Gliding Class 1 Championship
26th – 31st July 2020
Krushevo, N. Macedonia**

Local Regulations

not yet approved by CIVL

**Organized by the
Ivan Lukanov and Vladimir Barakovski**

**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

Organizing NAC: Vozduhoplovna Federacija na Makedonija – Miroslav Krleza n° 1, Skopje

Competition organisers: Sport Club Kros Kantri - XSC. Petar Caulev 38, Ohrid

Official website: <http://www.hgworlds2021.mk>

2 - Officials

Meet director:	Ivan LUKANOV
Safety director:	Vladimir BARAKOVSKI
Rescue coordinator:	TBD
Live tracking & Scoring:	Aleksandar ANGELOVSKI
Weather forecast:	Aleksandar ANGELOVSKI
Doctor:	On daily basis
Take-Off Marshals:	Vladimir BARAKOVSKI, Mine PAVLOVSKI,
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)

3 - Programme

Free Training:	26th of July, 10 am – 4 pm
Official Registration:	26th of July, 5 pm – 8 pm Competition Headquarters
Mandatory Safety Briefing:	26th of July, 8:30 pm – 9:30 pm Hotel Montana
Contest flying days:	27th of July to 31st of July
Prize-giving & Closing:	31st of July, 9 pm Montana Hotel

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

8:30 am:	Headquarters open
10:15 am:	Task and Safety Committee meetings
11:15 am:	Pilot briefing/Task briefing
12 pm:	Take-off window opens (depending on the actual weather conditions)
4 pm:	Scoring office opens
9 pm:	Provisional results

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 130.

5 - Eligibility to Compete

According to Section 7A-2.

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

6 - Application to Compete

Applications must be made through the following web: <http://www.hgworlds2021.mk>,

7 - Allocation

Pilots will be accepted on first paid, first confirmed basis.

8 - Entry Fee

The Entry fee will be: 250 euros per pilot.

The Entry fee includes:

- Color map of task area showing takeoff, 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.
- 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.

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

Account Name: TBA

Bank Name: TBA

Swift Code: TBA

Account Number: IBAN: TBA

Please indicate CIVL IDs of all the pilots you are paying for.

Refund policy

In the event of a pilot withdrawing from the competition before July 1st, 2020, a full refund will be offered, minus 80 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.

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 public liability risk (with English translation if needed).
- Certificate for personal accident/hospitalization/repatriation (with English translation if needed).
- 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 organizers 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.

Radio

According to Section 7A-4.

Radios (2m band) are mandatory.

Contest number

According to Common Section 7-5.

Provided numbers will be placed on the left 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 2 pilots.

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.

The Meet Director may use other appropriate takeoff sites, 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 two launch lanes in parallel. Ordered Launch will be used throughout the Competition.

Ordered launch

15 minutes' open list (early bird) followed by:

- 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.

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 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 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.

Relaunch

A competitor will be allowed a maximum of 2 takeoffs.

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 takeoff area. The re-flight must be reported to the MD or Launch marshal prior to the second takeoff.

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 organizers 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 levels.

According to Section 7A-8.

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 organization will provide Flymaster live tracking system.

Public display delayed according to Section 7A-4.

20 - Scoring

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

GPS Dump will be used for track download and waypoint upload.

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

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

They will be set at:

- Nominal launch: 96%.
- Nominal distance: 70 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 penalized 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 behaviors 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

The protest fee is 50 euros.

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