



EUROPEAN CHAMPIONSHIP



21st FAI EUROPEAN HANG GLIDING CLASS 1 CHAMPIONSHIP

2022 - SIGILLO - ITALY

10 – 23 July 2022
Sigillo (PG) – Italy

LOCAL REGULATIONS

Organised by

Organised by
Aero Club Lega Piloti

on behalf of
Aero Club d'Italia



In collaboration with



VOLO LIBERO MONTE
CUCCO ASD

Approved by CIVL December 29, 2021

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

- Barbara Sonzogni presidente@legapiloti.it
- Flavio Tebaldi flavio@italy2020.eu
- Tonino Tarsi tonino@italy2020.eu

Official website: <https://italy2020.eu/>

General info: info@italy2020.eu

Pilots' registration: <https://civlcomps.org/event/21st-fai-european-hang-gliding-class-1-championship>

2. Purpose

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the champions in Class 1 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 long 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: 10/07/2022 – 9a.m. – 3p.m. – @HQ - Sigillo
- Opening Ceremony: 10/07/2022 – 7p.m. – Sigillo
- Team Leader Briefing: 11/07/2022 – 8:00 a.m. – @Auditorium Sigillo
- Mandatory Safety Briefing: 11/07/2022 – 9:00 a.m. – @Auditorium Sigillo (It may not be permitted a pilot to fly a task until he/she has attended such a briefing).
- Official Training Day: 11/07/2022
- Contest Flying Days: 12/07/2022 – 22/07/2022
- Complimentary Dinner: To be defined
- Prize-giving & Closing Ceremony: 23/07/2022 – 11a.m. – Sigillo

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
- Meet director: Tonino Tarsi
- Safety director: Maurizio Tassinari

- Rescue coordinator: Maurizio Tassinari
- Live-tracking coordinator: Elena Filonova
- Weather forecast: Damiano Zanocco
- Scorer: Fabio Caresi
- Doctor: On daily basis
- Headquarters Coordinator: Stefania Tomasina–Nadia Moretto
- Take-Off Marshal: Trudy Craddock
- Goal Marshal: Roberto Maddalena
- Public and Press Relations: Barbara Valla
- FAI Steward: Jamie Sheldon (USA)
- FAI Jury President: Andy Cowley (GBR)
- FAI Jury Members: Fabio Loro (ITA) – Ivan Lukanov (MKD)

5. Daily Schedule

On competition days:

- 08:00a.m.: Headquarters open 08:30a.m.: Team Leader briefing
- 09:00 a.m.: Official Staff leaves for take-off
- 09:30a.m.: Task and Safety Committee
- 11:15a.m.: Pilots briefing/Task briefing
- 12:00a.m.: Take-off window
- 17:00p.m.: Scoring office opens
- 21:00p.m.: Provisional results published printed @HQ and published on Airtribune 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 Airtribune 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 130 (125 European pilots + 5 non-European wild cards pilots).

The maximum number of pilots constituting a national team is 6.

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

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 2022, ranking published on 01/02/2022.

Applications must be made through CIVL EMS starting from 01/01/2022 and finishing on 10/04/2022.

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

The 5 wild cards will be reserved to non-European pilots, who will be selected on the basis the WPRS order. Applications must be made following the same schedule established for European pilots. They will be reserved to non-Europeans pilots until the end of the second allocation.

If at the end of the first allocation there will be more than five non-European pilots registered and more than five free spots available, more than five non-European pilots can be on the basis of WPRS ranking position (following the ranking published on 01/02/2022).

Screening Committee

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

8. Allocation and Payments

Allocation of the 125 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 07, 2022.

The entry fee payment process will start on February 07, 2022.

Confirmation of payment transfer must be sent to the organisers by email before March 05, 2022. 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 07, 2022, until a total of 125 European pilots are reached or no more applications remain.

Remaining spots, if any, may be given to non-European pilots.

The final allocation will be made on May 2, 2022, until a total of 130 pilots are reached or no more applications remain.

The deadline for the final payment will be June 3, 2022.

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

Between May 5, 2022, 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:

- 500 Euro per pilot.
- 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

Entry fee – including the first two nations in the ranking (Italy and UK) – are to be paid to the following account:

- *Account Name: A.S.D. VOLO LIBERO MONTE CUCCO*
- *Bank Name: UNICREDIT*
- *Swift Code: UNCRITM1J61*
- *Account Number: IBAN IT 17 H 02008 38431 000105807019*

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

Refund policy

If a pilot withdraws from the competition **before 24/06/2022** 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.

Online 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.
- A helmet certified to the EN966 (HPG), EN1077-A and – B (Snow Sports), ASTM 2040 (Snow Sports) or SnellRS98.
- Sprog setting measurements in writing for comparison with the figures produced by the sprog measuring team.
- 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).
- Pilots' and assistants' mobile telephone numbers.
- Liability waiver properly filled out and signed (see Section 7 template).

Each competitor will be requested to sign:

- Waiver declaration (agreement on release of liability).
- Certified glider statement.
- Entry form.
- Pilot experience declaration.

11. 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 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, all competitor gliders must display either very visible leading edges 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) are mandatory. It is mandatory that pilots and their team leaders 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

Additionally, organisers will supply numbers to be placed on top of the control frame downbars. Provided numbers will also be placed to the helmet, on its right side.

13. Take-off

As described on Competition official website and Airtribune event's page.

14. Launch

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 40km/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:

15minutesforEarlyBirdsfollowedby:

- On the first day the top 30 from the registered pilots from the WPRS in reversed order, followed by all other pilots in normal WPRS(July 1st update) order.
- On all other days: the top 30 pilots from the overall results in reversed order followed by the other pilots in normal order.

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

The number of Early Birds allowed for any given day is 10.

Any pilot outside the top 30 may request an early bird launch at the daily briefing each morning. If more than 10 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 10 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 its assigned launch line (not to his 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

Competitors will normally be allowed only one take-off attempt for every task within the stated take-off period unless the south side of Monte Cucco is used for launching – in which case two take-offs will be permitted, but only if the pilot has not already done the start gate. In this case pilots MUST use the official south landing ("Villa Scirca" 43° 20.666'N 12° 43.467'E) or other official field as specified at task briefing and use THEIR OWN transport back to the launch, but only after they have been registered by landing marshals. (There will be a landing marshal at Monte Cucco south landing)

TAKE-OFF SITES:

Mount Cucco – (Sigillo) – 1177m ASL South/West slope and 1114m ASL North/East slope. A ridge with north and south launches on top – 3 start lanes on each side, grassy on both slopes. Paved roadway almost to the top – accessible by 2WD.

Cima Mutali (Fossato di Vico) – 1080m ASL – West Slope accessible by 2WD.

Mount Gemmo – (Tre Pizzi) – 1140m ASL East/North-East Slope. Easterly facing ridge site with large, grassy set-up area. Unpaved road to top – accessible by 2WD.

Any competing gliders rigged in start lanes must be moved out to the correct setup position before the pilot briefing.

Mount Subasio (Assisi) – 1140m ASL South slope and 1200m ASL South/West slope. A ridge with south and south/west launches on top – 3 start lanes, grassy on both slopes. Paved roadway almost to the top – accessible by 2WD.

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.

Altitude Limit Infringement or Airspace Intrusion

Between 70 to zero meters outside the prohibited airspace: Linear from zero to ten percent of pilot's points;

Between zero to 30 meters inside the prohibited airspace: Linear from ten to 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 are requested to report through their Team Leader. The 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.

Sprog settings

A hall will be available for teams to do their own sprog measurements or use it for other glider repair/settings. The hall will be available from 08/07/2022 until 22/07/2022 (inclusive).

Report Back and Sign Out/Landing Forms

In the interest of safety, all pilots landing out of the goal should report back, within 15 minutes from their landing, using the Live-Tracking device or via mobile phone voice, message, WhatsApp and 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 and 3 pilots.

Safety Committee

According to Common Section 7– 4.

It will include 3 pilots.

There will be no “goal” specific rules.
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 in this comp.

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 to all pilots equipment for the Live Tracking (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 recovery services pilots. The device 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. Live Trackers will be marked with numbers from 1 to 130. Live Tracker’s number must correspond with the pilots’ numbers in the competition. 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 of the Live Trackers and deliver them to the pilots every flying day. The pilots, upon receipt of their Live Tracker will be responsible for the proper use and maintenance, making sure that Live Tracker is always turned on. In a case of a malfunction of the Live Tracker, it is a pilot’s responsibility to report that 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 full compensation of damages, amounting to €250.

20. Scoring

For scoring will be used the latest CIVL GAP formula in combination with the FS 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: 70km
- Minimum Distance: 7km
- Nominal Goal: 30%
- Nominal Time: 1:30h

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

21. Penalties

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

- Flying without a Live-Tracker or comprise 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 bringing back 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.