



Local Regulations for the

PG Spring Meeting - Sopot 2021

These local regulations are to be used in conjunction with General Section and Section 7A of the FAI Sporting Code.

Reference numbers for Section 7A used in this text should be crosschecked with the latest edition of Section 7A.

1 - CONTACTS

- Organizing NAC:
- BNAC – P.O.Box 86, 1619, Sofia, Bulgaria – national_aeroclub@mail.bg - +359 888 573 020
- Meet Director: Petya Bodurova, +359 897 859 549, <petjabodurova@gmail.com>
- Main Headquarter: Club Skynomad, Sopot
- Transport & Retrieve: Dimitar Yotov, +359 899 982 562
- Rescue and medical: Mountain rescue service - Sopot; First Aid Center - Karlovo
- Competition website: <https://xc.bnac.bg/event/pg-spring-meeting-2021/>

2 - PROGRAM

| | |
|--------------------------------|--|
| Registration: | 2 May from 12:00h to 19:00h @ the HQ |
| Mandatory Safety briefing: | 3 May from 10:00h @ the HQ |
| First competition briefing: | 3 May @ take off before the task |
| Contest flying days: | 3 rd to 8 th May |
| Awarding and closing ceremony: | 8 th May 20:00h |

3 - TYPICAL DAILY SCHEDULE

- 09:00h - Headquarters open
- 11:00h - Transport to take-off
- 11:30h - Meet Director / Task Committee meetings
- 12:00h - Pilots briefing / Task definition
- 13:00h - Take-off window opens
- 18:00h - Safe landing report deadline
- 20:00h - Provisional results
- 21:00h - Scoring office closes

This schedule is subject to change by the Meet Director.

4 - OFFICIALS AND STAFF

The Organization

- | | |
|---------------------------|---|
| • NAC | Bulgarian National Aero Club |
| • General Organization | Daniel Dimov, Ivelin Kalushkov, Nikolay Yotov |
| • Meet Director | Petya Bodurova |
| • Scorer | Daniel Dimov |
| • Transport and Retrieval | Dimitar Yotov |
| • Weather Forecast | Nikolay Yotov |

5 - FLYING SITES

Main take-offs:

Sopot – 1470 m AMSL. A ridge with east/south/west launches. Accessible by cable chair lift or 4WD road.

Beklemeto South – 1220 m AMSL. A ridge with east/south/west launches. Accessible by paved 2 WD road.

Brestovitsa - 600 m AMSL. 300 m high NW facing hill at the beginning of Rhodope mountain.

Dobrostan - 1200 m AMSL. 600 m flying site, facing NE, part of Rhodope mountain.

Beklemeto North - 1600 AMSL on the top of Central Balkan mountain range. Huge grassy North facing take off. Top landing only.

Others appropriate sites may be used by the Meet Director, after consultation with the Task committee.

6 - ENTRY FORMS AND REGISTRATIONS

The Championship is open to all pilots from countries that are members or associated members of FAI.

Entry Forms will be prepared in advance and checked/updated during the on-site registration.

7 - SELECTION PROCEDURES

Teams

There will be teams of maximum 3 pilots

Pilots

The requirements for a pilot to enter this Championship are:

- Rescue (backup) parachute and helmet
- Radio capable of receiving and transmitting on the safety frequency and located within the reach of a pilot during a flight or an emergency landing
- Mobile phone with data plan for emergency purposes
- Valid FAI license
- Maximum number of participants is 50.

8 - ENTRY FEE

The Entry fee is 15 Euro.

The Entry fee includes:

- upload of turnpoint's GPS coordinates,
- retrieval coordination,
- GPS tracklog download and scoring.

The Entry fee DOES NOT include:

- lift tickets,
- fuel for the retrieve vehicles,
- livetracking devices.

9 - UPON ARRIVAL

The official registration date will be on:

- 2 May from 12h00 to 19h00,

Each competitor will be requested to present:

- Passport or other personal ID document,
- GPS and suitable cable for it if used as a main instrument for download

Each competitor will be requested to:

- Sign the Waiver Declaration (agreement on release of liability),
- Fill and sign the Entry Form,

10 - RADIOS

Radio receivers are mandatory for all pilots.

Radio transmitters are permitted.

Only frequencies allocated by the organizers may be used.

Safety frequency is 146.400 MHz.

Other available frequencies will be advised at the first briefing.

Voice activated microphones (VOX operated) are strictly forbidden.

The use of mobile telephones for landing reports and retrievals is highly recommended.

The pilots must stay in contact with the organizer at all the time during the task, through the safety frequency.

11 - 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.

12 - TASK COMMITTEE

The Task Committee will include 3 pilots elected by all pilots at the safety briefing.

13 - PILOT'S BRIEFING

The task board at take-off will show:

- the time the take-off window opens and closes,
- the time the start gate opens,
- any modification of the take-off window and start gate times,
- the start cylinder radius,
- the turn points,
- the task deadline,
- the ultimate landing report time.

14 - MAXIMUM WIND SPEED

No task will be set with a general wind speed over 30 km/h at launch.

15 - FLYING THE TASK

The minimum period of time that the launch window will remain open for the day (launch) to be considered valid is 30 seconds per pilot.

Cylinders will be used as start sector. The start cylinders radius will be shown on the task board.

16 - FLIGHT SAFETY

Pilots must turn left on odd days and right on even days between launch and the start gate.

Dangerous flying conduct, including cloud flying, is prohibited and will be penalized.

A notebook will be available in main Headquarters. Pilots who witness a dangerous flying conduct shall use the notebook to report it.

Pilots must send message to organizers indicating their competition number and status after landing i.e. "N X landed safe". They can add their landing GPS position – especially if they expect difficult retrieve. If the pilot doesn't receive confirmation ("ok") reply by organizers, then he must continue his attempts to contact them. There are penalties for late reporting back or no reporting. There is no need of landing status report if the pilot lands at goal or at official landing, but he/she must report to nearby member of the competition organization (MD, scorer, transport organizer, goal marshal) if present.

17 - GOAL LINE

Goal will be a virtual line on either side of the goal coordinates, unless otherwise specified at the task briefing/board. Physical lines will not be used in this competition. If a goal cylinder is to be used, this will be announced in the daily briefing and written on the task board.

The virtual goal line will be 200 m long (100 m on each side of the GPS goal coordinates) and perpendicular to the line between previous optimized point and goal turn-point.

18 - SUSPENSION, CANCELLATION OR STOPPING OF A TASK

The Meet Director may suspend, cancel or stop a task according to Section 7 (2.6.2.2 and 2.20.7). Stopping of task will be announced on the Safety frequency.

All pilots are then requested to pull in "big ears" to signal to one another that the task is finished.

19 - REST DAY

There will not be a prior defined rest day during the competition. MD will announce a decision for a rest day in case of non-flyable weather.

20 - SCORING

To ease scoring IGC tracklogs from live tracking services will be used automatically. Supported services are Flymaster, XContest and Livetrack24.

Second option will be pilots to upload your their tracklogs manually using the provided token during the registration.

In case of a problem with both options above - pilots will be required to present their instrument for direct download. Pilots must keep all competition tracklogs in the memory of their instruments until the competition results are final and official.

For scoring, the CIVL GAP formula will be used with the following parameters:

- UTC offset: +3:00 h
- Minimum distance: 6 km
- Nominal distance: 50 km
- Nominal time: 1.5 h
- Nominal pilots in goal: 20 %
- Distance tolerance: 0.1 %
- Distance calculation method: WGS-84
- Leading-Time Ratio: 26%
- Real Leading Points with following details:
 - minimum LK: 0.5
 - black radius: 750 m
 - black angle: 45 °
 - grey radius: 3000 m
 - grey angle: 60 °

In this competition for the first time will be used cylinder Low Limits. If for a turnpoint is defined Low Limit (in meters AMSL) – this turnpoint can be validated only if pilot's altitude is higher than the defined Low Limit. Defined Low Limits will be written on the Task Board. Scoring altitude will be according to GPS data.

Scoring a stopped task. A task which has been stopped but not canceled will be scored if at least 1/2 of Nominal Time have elapsed since the first start gate. Pilots will be scored up to the point in time when the task was stopped, less a specified "score-back" time; this score back time is equal to the time between start gate windows or a minimum of 5 minutes in the case of a race task and will be applied to all pilots whether in goal or not. Pilots in the air who have been notified that the task has definitely been stopped are requested to make "big ears" to indicate to other pilots that the task has been stopped. Pilots who do this when the task has not been stopped or when there are no other safety reasons (cloud suck, etc) will be penalized at the meet director's discretion. Each individual competitor is the best judge of what constitutes safe conditions for that competitor. Each pilot is completely responsible for his/her own safety at all times.

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score will be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score

will change to take into account his average day-weighted scores of the whole meet so the score will be adjusted after each task. The competition director may also award extra points.

21 - PENALTIES

Cloud Flying

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who fly into clouds will incur a penalty for the day or be expelled from the event. A pilot is deemed to have flown into a cloud if he/she is:

1. Observed by a meet official or by a nearby air marshal going into and disappearing into a cloud, and/or:
2. If 2 pilots witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing, and if barograph or 3D GPS traces from the accused show the accused significantly above nearby pilots at the time of the incident, and/or:
3. The meet director at his discretion observes GPS track log data which proves to him that a pilot was cloud flying.

It is highly recommended for all competitors to fly with a recording barograph or 3D GPS. Witnesses should press Mark/Enter when they witness a pilot going into a cloud. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.

It is recommended that a pilot sucked into cloud who did not have the intention of gaining an illegal advantage should descend safely and fly to a safe position near the course line until the extra height gained is lost by means of big ears or other methods before continuing on course so that other pilots can see it had not been intended to gain an advantage. For the first infringement the pilot will have zero points for the task, and a second infringement will result in the pilot being excluded from the remainder of the competition.

Dangerous Flying

Dangerous flying is forbidden. For first infraction the pilot will be warned and a further infraction will result in zero score for the day or the pilot being excluded from the remainder of the competition.

Instructions from officials:

Failure to follow directions from meet officials as soon as possible after they are given may result in penalties being applied at the meet director's discretion.

Abusive behavior towards meet officials or other competitors will not be tolerated and penalties will be applied at the meet director's discretion

Reporting back late: For each task there will be a latest report back time stated. For safety reasons, pilots who have not notified organizers of their landing by this time will receive a warning for a first infringement, for a 2nd infringement will lose 10% of the day winner's score and will score zero for any further infringements (unless a reasonable explanation is offered as soon as possible to the Meet or Safety Director). Penalty points may also be given for late GPS downloads.

22 - COMPLAINTS AND PROTESTS

Complaints

Complaints for each task shall be submitted at the latest 2 hours after the publication of the provisional results and will be dealt as soon as possible.

Protests

Protests must be submitted at the latest 12 hours after the result of the complaint is published at the main Headquarter.

For the last competition task, protests must be addressed at the latest 2 hours after the result of the complaint is published at the main Headquarter.

The Protest fee is 20 euro. It will be returned if the protest is upheld.

Annex A to Entry Form

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 PG Spring Meeting - Sopot 2021 cross-country paragliding competition held at Sopot – Bulgaria from 3rd to 8th of May, 2021 ("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 traveling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events. (Initials:.....)

2. In consideration of receiving permission to take part in the Events, I agree to release and hold harmless the contest organizers, the Bulgarian National Aeroclub, the property owners of the operation areas (including launch and landing areas), the Fédération Aéronautique Internationale and its Commission 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. (Initials:.....)

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 Bulgaria. 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 Bulgarian courts and such courts have personal jurisdiction. (Initials:.....)

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. (Initials:.....)

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

Signed on this date : _____

Signature of Participant

Printed name of Participant

Signature of Witness

Printed name of Witness