



**Local Regulations**  
**Transilvania Accuracy Landing**  
**Paragliding Accuracy National Championship**

**24<sup>th</sup> September – 26<sup>th</sup> September 2021, Sibiu, Romania**

Organized by:

**Paragliding club "AIR ADRENALINE 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 FAI Sporting Code

Common Section 7 of the FAI Sporting FAI Sporting Code

Section 7C of the FAI Sporting FAI Sporting Code

## 1. Contacts & Officials

### **NAC Organiser**

Romanian Aeronautical Federation

Address: Vasile Conta street, no 16

020954 Bucharest, Romania

Tel: +40723245924

[www.federatiaaeronautica.ro](http://www.federatiaaeronautica.ro)

e-mail: mihaiiliebalon@yahoo.com

### **Local Organiser**

Paragliding club "Air Adrenaline",

Address: Tipografilor street, no 18

550164, Sibiu, Romania

Tel: +40742045500

[www.airadrenaline.ro](http://www.airadrenaline.ro)

e-mail: [skywalkromania@yahoo.com](mailto:skywalkromania@yahoo.com)

Official website and registration:

[www.airadrenaline.ro](http://www.airadrenaline.ro)

Organisation/Event Director:	Diana Calin (Romania)
Meet Director:	Valentin Ioan Popa (Romania)
Safety Director:	Cosmin Albu (Romania)
Chief Judge :	Grosu Gheorghe (Romania)
Chief Launch Marshal:	Ilie Mihai (Romania)
Event Judge:	Raducan Alin (Romania)
Target Judge	Budusan Valentin ( Romania) Socz Ioszef (Romania) Stoian Florentina ( Romania) Nicoleta Constantinescu (Romania)
Chief tow team:	Radu Gheorghe Urdea ( Romania)
Meteorologist:	Ovidiu Ioan Bora ( Romania)
Scorer:	Virginia Neagoe ( Romania, Spania)
Retrieve/Check in:	Agafiu Florian Stefan ( Romania)
HQ/Admin manager:	Anca Manescu (Romania)

HQ Location: Gura Raului Sibiu – Pensiunea Calin

<https://www.facebook.com/pensiuneacalingr/>

## 2. Programme

### Event programme:

Official registration and check equipment and training round: Fri, 24<sup>th</sup> sept, (10:00 -15:00)

Contest flying days: Fri, 24<sup>th</sup> 2021, 16.00 to Sun 26<sup>th</sup> September 2021, 14.00

Prize-giving and Closing ceremony: Sun 26<sup>th</sup> September 2021 (14:00)

### Typical daily schedule

- 08:00 - Headquarters open

- 08:30 - Deadline for complaints/protests of the previous day (see 19.3. & 23.)
- 08:30 - Team leader briefing
- 09:00 - Transportation to Take off
- 10:30 - Pilot briefing / Start of competition day
- 18:00 - End of competition day
- 19:00 - Headquarters closes
- 20:00 - Complaints resolution published

*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 60.
- The maximum number of pilots constituting a team is 3 pilots

### 4. Entry fee

The entry fee will be:

- 60 euro pilot

If the competition cannot be organized due to the evolution of the SARS COV 2, the entry fee will be refunded 100%.

### 5. Payment

All pilots must to pay their entry fees to the  
**Transilvania Bank Sibiu, Romania**

In favour of:

**CS AIR ADRENALINE**

**Str. Tipografilor no. 18, Sibiu, Romania**

**Account Number (IBAN): RO86BTRLEURCRT0364293901**

**Bank code (BIC): BTRLRO22**

Or to the HQ during the registration proces

#### **The Entry Fee include:**

- 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.
- Competition T-shirt.

- daily sanitary masks
- hand and surface disinfectant

**The Entry Fee does not include:**

- Accommodation.
- Breakfast and Evening Dinner.
- Daily transportation to HQ.

## 6. Prize fund

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

## 7. Registration

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

The official registration will be on:  
Friday, 24<sup>th</sup> September 2021, (10:00 - 14:00)

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 covering public liability risk.

**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 Friday, 24<sup>th</sup> September 2021, at 14:30 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 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 must be presented to the registration team before the start of the championship of:

## 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 tow release system. If they do not own this system, the organizer will provide a tow release system for 20 euros**

In addition, pilots are required to fly with: contest number these will be provided by the event organizer and must be attached to the leg.

### 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: gras

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: 45°42'1.83" N 23°58'37.23"E

### **Poiana Marajdie:**

Take-off type: grass  
Altitude: 880m ASL  
Height difference to landing: 322m  
Take-off main direction: N  
Favorable winds to take-off: N, NE, NW  
Start coordinates: 45°42'49.96" N 23°59'29.36"E

### **11.2. Tow take-offs:**

#### **Magura Cisnadia 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: 45°44'16.76" N 24°09'53.02"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 we will use G8 system

### **13.1 Hill Launch procedure:**

- The pilot will prepare his equipment in the special designated area.
- The pilot will wait full equipped.
- The start marshall will announce the name of the pilot to come the starting point.
- The glider will be aranged in U shape by the start assistants.
- The start marshal will overcheck helmet and the radio .
- The pilot will wait in the starting position for the start marshalls 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 termalling 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 marshall will announce the name of the pilot to come the starting point.
- The glider will be aranged 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 asist the pilot during the conecting procedure.
- The start marshall will overcheck the conection before launch.

### **13.2.2. The towing**

- When ready, the pilot will wave his hand and the start marshal will order the lunch.
- 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 presure.
- In 2 seconds the tension will be around 60% from maximum.
- This preasure will maintain a moderate climb rate until a safety height of 20 m.
- After that, the presure will increase to the maximum (80% of the takeoffweight)
- 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 presure until the problem is solved
- In order to avoid any interferences at the landing spot, the start marshal will control the moment of realease after the towing.
- When the required altitude is reached the launch marshal will announce "Prepare for release".
- In the next moment the towmarshall will decrease the line pressure.
- Then the start marshall will announce "Release"
- After that, the pilot will action the realease device.
- If there is no comand from the start marshall, the pilot will wait for the towingcar to stop.
- Just after the line preasure will decrease the pilot will realease.
- The pilot will not realease when the line is in full presure!
- For realeasing during the towing procedure with no reason, the pilot will have 500 for the round.
- Realeasing during the towing part is permitted only in emergency situations when the startmarshal will announce "Realease" or there is a danger of colision with other aircrafts.
- After release, be sure the line is disconnected !



- Sometimes the line remain hooked !
- In that situation, just shake a little bit the release system.
- If the line will broke during the towing release immediately

### **13.3. 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**

Twelve (12), in accordance with Section 7C -5.

## **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 5.3.1, 5.4.1 and 5.4.2.

### **16.1. Individual score**

According to Section 7C 5.4.3. and 5.4.5.

### **16.2. Team score**

According to Section 7C 5.4.4. and 5.4.5.

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 more than 1 hours after sunset and before 6.00 am next day, then the deadline for a complaint is 8.30 AM 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 measuring field will have clearly marked circles set at 1 m, 2.5 m and 5 m.

The landing area will be of non-slippery material.

The pilots constituting a team (3 pilots) are chosen at the latest before the first competition round. Once chosen, pilots cannot be replaced for any reason.

## 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.

A 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 -6

## 21. Task Information

A task board at the take-off 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. .

**Decision to appeal shall be taken by a Pilot individually immediately after landing and before discussing a problem with others.**

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 for protests is 2 hours (1 hour afterlast round) after notification of the result of the complaint

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.

### **24. Important notice**

Throughout the competition, the social distance norms will be observed and the measures imposed by the government will be followed (respectively checking the temperature, disinfecting hands, surfaces and wearing protective masks in the locations designated by the national sanitary regulations in force) in order to prevent the spread of SARS COV2 virus.

## 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 Transilvania Accuracy Landing2021 Romanian National Championship held at Gura Raului, Romania from 24<sup>th</sup> of September to 26<sup>th</sup> September 2021(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 RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date: \_\_\_\_\_

Signature of Participant Printed name of Participant

\_\_\_\_\_/\_\_\_\_\_

Address of Participant \_\_\_\_\_

Local regulations for PGAEC, 28<sup>th</sup> August - 5<sup>th</sup> September 2020, Sibiu, Romania