

Local Regulations ver 1.1.

February 11th 2025

BALKAN OPEN

22nd – 27th July 2025,

Pantelej – Nis, Serbia

FAI CAT2

Organized
by:

Paragliding club **GRUNF Nis**,
Free Flying Club **ARES Belgrade**

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

1. General

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the Balkan Open Paragliding Champions and to reinforce friendship among pilots and nations.

2. Contacts & Officials

- | | |
|------------------------------|---|
| • Main Organizer | Goran Vuckovic Paragliding club Grunf,
Zeljko Ovuka, Paragliding club Ares |
| • Meet Director | Goran Djurkovic |
| • Safety Director | Slavko Lazarevic |
| • Rescue Coordinator | Crveni krst Srbije, |
| • Transport and Retrieval | Jelena Kracun |
| • Social Events Coordinator | Svetlana Bradic |
| • Scorer | Daniel Dimnov, Srdjan Stanojevic |
| • Livetracking coordinator | Branko Uzur |
| • Weather Forecast | Ovuka Zeljko, Meteo Nis |
| • Headquarters Coordinators | Jelena Kracun |
| • Take-Off Marshall | Slavko Lazarevic |
| • Goal Marshall | Uzur Branko |
| • Public and Press Relations | Svetlana Bradic |
| • Photograph&Video&Design | VSS |

3. Program

Event program

Registration:	22 July from 20h00 to 21h00, 23 July from 08h00 to 08h30
Mandatory safety meeting:	23 July at 09h00
First competition briefing:	23 July at 11h30
Contest flying days:	23 – 27 July

Typical Daily Schedule

- 08:00 - Headquarters open
- 08:30 - Deadline for protests of the previous day
- 09:30 - Transportation to Take off
- 11:00 - Meet Director / Task and Safety Committee meetings
- 11:30 - Pilots' briefing / Previous task official results / Task definition
- 12:30 - Take-off window opens
- 16:30 - Scoring office opens
- 18:30 - Safe landing report deadline
- 20:00 - Scoring office closes
- 20:00 - Provisional results
- 21:00 - Complaints resolution published

The daily schedule is subject to change. Any changes to the schedule will be announced by the Meet Director.

4. Entry

The limits

The maximum number of pilots in the championship is 130.

Entry Fee

The Entry fee will be:

- **220 Euros per pilot till 1th June 2025, 250 EUR after 1th June**

After 7th July will not be possible to register to the competition.

Payments after 7th July – 250 EUR, for those who registered, but not paid.

Payments after 15th July will be not accepted.

All other entry fees are to be paid to following bank account (Please indicate CIVL IDs of the pilots you are paying for!):

Local regulations, Serbia Open 2025, Pantelej, Niš – Paragliding Competiiton

Payment to (Serbian pilots):

ARES, Beograd

160-389767-13

Amount: 220 EUR (exc rate of National Bank of Serbia)

Purpose: membership for competition

Or by PayPal to ovukazeljko1@gmail.com

Payment to (foreign pilots):

In favor of:

KSLiB "ARES"

Uzun Mirkova 4/1, 11000 Belgrade, Republic of Serbia

Account Number (IBAN): RS35160005280000209526

Bank code (BIC): DBDBRSBG

Or by PayPal (please add 10 EUR to original value) to ovukazeljko1@gmail.com

The Entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days,
- Emergency rescue and first aid medical service
- Upload of turn-point's GPS coordinates
- GPS track-log download,
- Competitor and glider identification
- Color map
- ID card & safety/contact information,
- Lunch package, water,
- competition's souvenirs,
- Free access to all championship events and parties,
- Free internet (Wi-Fi) access at the HQ and Scoring Point,
- Live tracking service - Flymaster

PayPal – ovukazeljko1@gmail.com (please add cost of Paypal – approx. 10 EUR)

Purpose: membership for competition

Refund policy

In the event of pilot withdrawing from the competition before 1st July 2025, a full refund will be offered minus 50 EUR for bank transfer and work costs. Cancellations received after this date will not be eligible for refund except at organizers discretion.

5. Insurance

The organizers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum **€100000 (one hundred thousand)** must be presented to the organizers before the start of the championship.
- Valid paragliding competitions personal accident insurance. This must include repatriation to the country of origin, medical evacuation (helicopter) of minimum **€10000 (ten thousand)** and medical treatment of minimum **€10000 (ten thousand)** if necessary.

The organizer will not offer insurance for competitors at the competition.

6. Registration

Pre-registration of the pilots and teams must be done at the official web site:
Civlcomps.org

Each competitor will be requested to present:

- Proof of his/her Identity and Nationality.
- The competitors valid FAI Sporting License.
- Satisfactory evidence of glider airworthiness.
- Certificate of insurance as detailed.
- GPS and suitable cable for it.

Each competitor will be requested to sign:

- The Entry Form.

Attention!

The Safety briefing that will take part in the Competition headquarters on Thursday, 23th July, (09:00) is mandatory. Pilots who do not attend this meeting will not be permitted to fly in the competition.

7. Equipment

All pilots must fly with certified glider, helmet, rescue parachute and radio.

Only certified gliders are allowed to fly in the Competition according EN 926 or LTF 91/09. It is not permitted to modify the glider in any way different than allowed modifications described in the glider's manual. Pilot must fly in homologated weight range.

8. Radios

- ▣ Radio receivers are mandatory for all pilots.
- ▣ Radio transmitters are permitted.
- ▣ Only frequencies allocated by the organizers may be used.
- ▣ Safety frequency is 146.675 MHz.
- ▣ Retrieval frequency is 145.500 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. All pilots must stay in contact with the organizer at all times during the task, through the safety frequency.

9. Contest numbers

No needed.

10. Rescue and medical service

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

11. Flying sites

Main take-offs:

Pantelej

- Take-off: Visegrad, at 1020 m. Height above valley is 700-900m. Covered with grass, slope 20° - 35°, S, SSE, SW, WSW exposure.
Big enough for simultaneous taking-off of 20 pilots.

Local regulations, Serbia Open 2025, Pantelej, Niš – Paragliding Competiiton
No power lines, no cables or any other hazards.

There is a helicopter landing place 200m from take-off and a lot of space for parking official and visitors' cars.

There is water and shadow under the sun shelters, as well as mobile toilets.

Pantelej

•Take-off: Fakir1, at 950 m.

Height above valley is 300-400m. Covered with grass, slope 20° - 35°, W, NW, NNW exposure.

Big enough for simultaneous taking-off of 3 pilots.

No power lines, no cables or any other hazards.

There is water and shadow under the sun shelters, as well as mobile toilets.

Niska banja

• Take-off: Koritnik, at 950 m.

Height above valley is 300-350m. Covered with grass, slope 20° - 35°, NW, N, NE exposure.

Big enough for simultaneous taking-off of 3-4 pilots.

No power lines, no cables or any other hazards.

There is water and shadow under the sun shelters, as well as mobile toilets.

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

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

If necessary, an ordered launch method will be used.

First Task: The priority at take-off will be based on the current WPRS.

Re-Take-off

A competitor will be allowed one take-off, only in case if it is announned on pilot's briefing.

A failed take-off attempts or a safety problem arising immediately after take-off which results in a landing will not count as one take-off.

In case of technical problem, a pilot can ask permission from the Meet Director to land and retake-off again.

The pilot must report to the Take-off Marshall before a second launch.

14. Free flyers

Free flyers won't be allowed to take-off from 10 minutes before the opening of the window and the window closing time, except with the permission of the Meet Director. Official wind-dummies will take-off by team leaders request to the Meet Director and may not fly the task route.

15. Task Advisory Committee and Safety Committee

The Task Advisory Committee will include 3 pilots. The Safety Committee will include 3 pilots.

Pilots of both committees will be elected at the Safety Briefing.

16. Task Information

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 with their radii,
- the task deadline,
- the ultimate landing report time,
- turn direction of the day,

17. Maximum wind speed

No task will be set with an average wind speed above 7 m/s at launch. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

18. Flying the task

The take-off window will be open for at least 60 minutes.

Cylinders will be used as start sector. The start cylinders radius and type of start ("Enter" or "Exit") will be shown on the task board.

All turn-points will be cylinders around the GPS coordinates supplied by the organizers. Cylinder radius will be shown on the task board.

19. Flight safety

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 will use the notebook to report it. There will be Air Marshals in the air looking for dangerous flyers and cloud flying.

20. Stopping of a task

The Meet Director and Safety Director may 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.

End time of the stopped task will be decided by the Meet Director, and it will be at least 10 minutes before the announcement.

Task will be valid if it was flown more than $\frac{1}{2}$ of GAP Nominal Time.

For stopped Clock Start or Elapsed Time Races the time window available from the last pilot starting is considered for scoring. This means that if the last pilot started then flew for, for example, 75 minutes until the task was stopped, all tracks are only scored for the first

75 minutes each pilot flew after taking the start. If this time is less than $\frac{1}{2}$ the nominal time, the task will not be scored.

21. Rest day

There will be no rest day.

22. Scoring

To ease scoring IGC track logs from live tracking or directly downloaded and sent to the official competition e-mail will be accepted.

In case of a problem with the e-mail received track log, pilots will be required to present backup track log or main instrument for direct download. Pilots must keep all competition track logs in the memory of their instruments until the competition results are final and official.

For scoring, the CIVL GAP 2023 formula will be used in combination with Real Leading Points. Scoring formula parameters are:

- UTC offset: +2:00 h
- Minimum distance: 5 km
- Nominal distance: 50 km
- Nominal time: 1.20 h
- Nominal pilots in goal: 20 %

- FTV factor: 25 %
- RLP minimum LC: 25 %

- RLP black radius: 300 m
- RLP black angle: 30 °
- RLP gray radius: 3000 m
- RLP gray angle: 60 °
- Sphere: 250m

- Distance tolerance: 0.1 %

Other settings will follow the default FAI CIVL GAP 2023 for paragliding.

The above parameters are subject of change before 1st task of competition.

All pilots in the championship compete against each other for the title Serbia Open Paragliding Champion.

For scoring, the CIVL GAP 2023 formula will be used in combination with the FS scoring software. Scoring formula parameters will be published at the web site and printed on the information boards.

A pilot who lands to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case.

24. Penalties

Dangerous flying:

- 1st offence – 100 points.
- 2nd and subsequent offences – 500 points.

Cloud flying:

- 1st offence – 0 points for the day.
- 2nd offence – disqualification from the competition.

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 mandatory 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.

Modified glider:

1st offence – 100 points for the day.
2nd offence – disqualification from the competition.

Late report back:

1st offense - 300 points.
2nd offense - 500 points.
3rd offense – disqualification

Not used Livetracking:

1st offense - 0 points.
2nd offense - 0 points.
3rd offense - disqualification

Every pilot who is not going to report back within 15 min after landing without serious reason, will be punished. Report back time will be noticed and will be checked with the landing time according to the GPS tracklog!

25. Complaints and protests

Complaints

Complaints for each task must be submitted at the latest 2 hours after the publication of the provisional results and will be dealt as soon as possible. For the last competition task, the complaints must be submitted at the latest 1 hour after the publication of the provisional results.

Protests

Protests must be submitted at the latest 12 hours after the result of the complaint is published at the main Headquarters.
For the last competition task, protests must be addressed at the latest 1 hour after the result of the complaint is published at the main Headquarters. The Protest fee is €50.