

LOCAL Regulations

18TH FAI European PARAGLIDING CHAMPIONSHIP

Krushevo, North Macedonia

August 8th to August 19th, 2026

Organized by:

Extrema Paraglider Club, Delta Paraglider Club

On behalf of:

VFM, Vozduhoplovna Federacija na Republika Severna Makedonija

Approved by CIVL Bureau on

These local regulations are to be used in conjunction with the most recent versions of:

- General Section of the FAI Sporting FAI Sporting Code.
- Section 7 of the FAI Sporting FAI Sporting Code and its Annexes

Version changes:

V.2. (Approved by CIVL February 24, 2026)

Contacts:

Organizing NAC:

VFM, Vozduhoplovna Federacija na Republika Severna Makedonija

Competition organizer :

Extrema Paraglider Club, Skopje, represented by Goran Dimishkovski

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Delta Club, Prilep, represented by Martin Jovanoski

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CIVL website: 18th FAI European Paragliding Championships

Registration: 18th FAI European Paragliding Championships

Headquarters: Hotel Montana, bb, Krushevo, North Macedonia

Access:

1 – Officials:

Event organizer: Extrema Paraglider Club, Delta Club, Goran Dimishkovski, Martin Jovanoski

Meet director: Goran Dimishkovski

Safety director: Martin Jovanoski

Rescue coordinator: Elena Chakalar, Martin Jovanoski

Live tracking coordinator: Ivan Lukanov / Elena Filonova / Elena Chakalar

Weather forecast: Martin Jovanoski

Transport and Retrieval: Zoran Dimceski

Doctor: Provided by the Krushevo medical center and Prilep medical center

Headquarters Coordinator: Emilija Hasani

Take-Off Marshal: Mihajlo Fiti

Goal Marshal: Vasko Cavkar

Public and Press Relations: Elena Filonova

Local media: Toni Pljakovski

Social events: Goran Dimishkovski

FAI Steward: Cristiano Pereira, Portugal

FAI Jury President: Fabio Loro, Italy

FAI Jury Members: Barbara Sonzogoni, Italy - Andrew Cowley, UK

2 Program:

08 August, Saturday:

- 08:00-11.00 - Registration
- 10.00-12.00 - Transportation to Take-off, round-trip between the hotel and take-off
- 12:00-17.00 - Unofficial training day

- 18.00 -19.30 -Team leaders' briefing followed by the Mandatory Safety Briefing
- 19.45 - Opening Ceremony

09 August, Sunday:

- Official training day

10 - 19 August:

- Contest days

19 August:

- 21:00 – Approximate time of the Closing Ceremony after Complaint or Protest deadline

Closing & Award Ceremony

- A pilot's party will be organized during the event, preferably on the eve of the rest day.
- The timetable is subject to change.
- Any change before the start of the competition will be posted on the website and/or will be communicated to the pilots.
- After the start of the competition, changes will be announced by the Meet Director at the pilot's briefing.
- Changes to the typical daily schedule will be announced via a declared electronic communication platform.

Typical schedule on training and competition days:

08:30	Opening of the HQ
08:45	Team Leaders' Briefing at HQ
09:15	Task and Safety Committee meetings
10:00	Transportation to take off
10:45	Lunch packs in Takeoff
11:15	Pilots' briefing at the take-off.
12:00	Take-off window opens.
17:00	Scoring office opens.
19:00	Deadline for returning Live Trackers
20:00	Provisional results

- The daily schedule is subject to change.

3 Entry:

- The maximum number of pilots is 130.
- There is no maximum number of pilots per nation.
- The maximum number of pilots on a national team is 4, of which no more than 3 can be of the same gender.

Two best results of the day score for the team ranking.

- If any vacant places are available after the third allocation has been finished, they will be offered to non-European pilots. They must possess eligibility to compete. They will be accepted according to their WPRS ranking.
- The reference date for non-European pilots will be the WPRS ranking as of the update on 1st of June 2026.

4 Eligibility to compete:

For European Championships, ranked in the top 700 in the European WPRS for paragliding, or scored a minimum of 40 WPRS points in any single FAI-sanctioned event.

5 Allocation and payments:

Allocation will be made in accordance with Section 7A-2.

Applications must be made for the <https://civilcomps.org/event/pg-euro-2026>.

All information required on the application form must be filled in.

NACs are invited to submit applications for pilots in sufficient numbers to be included in any additional allocation rounds.

The reference defining the qualification criteria and the nation's priority table for European Pilots is the update of the WPRS published on 1st of May 2026

The first allocation will take place on Monday, the 10th of May 2026.

The deadline for payment of the entry fee for pilots and Team leaders is Sunday, the 16th of May 2026.

The second allocation will take place on Monday, the 17th of May 2026.

The deadline for paying the entry fee under the second allocation is Sunday, the 22nd of May 2026.

The third allocation is announced on Monday, the 23rd of May 2026, and it is final.

The deadline for the final payment according to the 3rd allocation is Sunday, the 30th of May 2026.

The remaining places, if any, will be offered to non-European pilots on Monday, the 31st of May 2026.

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

After June 1st, 2026, and up to the beginning of the event, if a spot becomes available due to a cancellation, it will be offered only to a pilot of the same NAC (same nation). If no pilot from that NAC is willing to take that slot, it may be refunded under the principles described below and offered to non-European pilots.

6 Screening Committee:

According to section 7A-2

Screening Committee:

Fabio Loro, Italy - Cristiano Pereira, Portugal – Bill Hughes USA

7 Exceptions to pilot qualification requirements:

As per Section 7A.

As per the decision of CIVL Plenary 2026.

8 Entry Fees and payment:

The Entry fees are:

- Pilots: 625 EUR

- Team Leaders: 360 EUR
- Supporters: 200 EUR (transport to Take off, retrieve from goal only, access to social events and meetings, souvenir of the competition)

The Entry fee for pilots and team leaders includes:

- For the team leaders, a laminated map and an erasable pen to brief their team;
- ID card with safety/contact information
- Contest numbers provided by the CIVL
- Transport to take off
- Retrieval for all competition days (on request)
- Turnpoints with GPS coordinates
- GPS track-log download
- Restricted airspace file if required
- Live tracking
- Daily breakfast, lunch pack, and water
- Free access to all events and parties
- Free internet access at the HQ
- Emergency rescue and first aid medical service

The Entry fee for supporters includes:

- T-shirt
- Lunch pack and water
- Free access to all parties, including the opening ceremony, pilots' night, and closing ceremony
- Transport to take off (competitors, staff, and officials have priority access)
- Return to HQ from the take-off and goal only.

Entry fees are to be paid to the following account:

Name: Paraglajder klub EKSTREMA Skopje
 Address: Naroden Front br. 21/4-5 Skopje, Centar
 IBAN: MK07210722000074563
 Bank name: NLB Banka AD Skopje
 Bank address: Mother Teresa 1
 SWIFT: TUTNMK22
 Country: North Macedonia

Please indicate that the payment reference is:

- PG European 2026
- Your name
- CIVL ID

Refund policy

If a pilot withdraws from the competition before the 8th of July, 2026, a refund will be issued, with a 100-euro deduction.

Cancellations received after this date will not be eligible for a refund except for a serious medical reason proven by a doctor's certificate.

There is no charge for a change of pilots within the same nation (same NAC).

9 Registration:

Registration according to Common Section 7-5.2 and Section 7A-2.

- Entry forms must be completed, checked, and signed at registration.
- To speed up the process of registration, the Team leaders can prepare and communicate the required documents to the organizer before the official registration.
- A valid online FAI Sporting License is mandatory for all pilots. Check the status of your FAI Sporting License at civlcomps.org

Each competitor must present:

- Proof of their identity and nationality
- Certificate of insurance as detailed
- Back-up GPS and suitable connection cable if necessary.
- Satellite Tracker with proof of paid subscription for the duration of the competition

Warning!

The pilots' Safety Briefing scheduled at the HQ is mandatory.

Pilots who do not attend this meeting will not be permitted to fly in the competition.

If the pilot's **absence from the Mandatory Safety Briefing is justified**, the Meet Director will personally brief the pilot before the first official task.

10 Insurance:

Subscribing to a specific insurance and maintaining active possession of it are the Team Leaders' and pilots' personal responsibility.

The fact that the organizer accepts the pilot's insurance does not relieve the pilot of their responsibility. It does not create any liability for the organizers if the pilot's personal insurance is not accepted by the services that may require it.

It is mandatory to be covered for:

- Public liability risk (minimum value: €100.000)
- Individual accidents, covering paragliding-specific activities outside the pilot's country of residence.
- Medical treatment
- Medical helicopter evacuation
- Repatriation coverage

11 Equipment:

All equipment must abide by Sections 7A and 7H, 7G 7K. This includes CIVL-approved flight instruments. See <https://www.fai.org/page/civil-xc-instrument-accepted>. Flight instruments must include barometric altitude measures.

The Meet Director may accept instruments that are not on the list only as a backup in Complaint or Protest proceedings at his own discretion.

Mobile phones

Every participant must be equipped with a connected mobile phone that can receive international calls while in the Republic of North Macedonia and have it fully charged during the competition day. The organizers will inform where appropriate that SIM cards can be purchased.

Local Sim cards are highly recommended for safety, landing reports, and retrievals. All pilots must install Telegram on their phones.

(See <https://play.google.com/store/apps/details?id=org.telegram.messenger> or <https://apps.apple.com/us/app/telegram-messenger/id686449807>)

Radio

As per Section 7A - 4.5.3.

Radio receivers are mandatory for all pilots. Voice-activated microphones (VOX-operated) are strictly forbidden. Radio transmitters are permitted.

- Pilots' safety frequency is: 144.425
- Retrieval frequency is: 143.725.
- Emergency frequency is: 142.325
- It is mandatory to have the radio tuned into the pilots' safety frequency and for the pilot to be able to transmit and receive on the safety frequency.

Equipment control as per Section 7 Common 7.3.3, Section 7A 8.4.2, and Section 7G 9.

Satellite tracker

It is the pilot's complete responsibility to be equipped with a working satellite tracker. The satellite trackers will be asked to be presented at the registration.

12 Committees:**Task Advisory Committee:**

It will include the Task Setter, 3 pilots, elected by the team leaders in the first Team Leaders meeting, the Meet Director, and the FAI Steward.

The Task Setter for this event is Martin Jovanoski.

The 3 pilots, members of the Task Advisory Committee, will be elected by the team leaders, and a simple majority will be accepted. Team Leaders are invited to propose Task Advisory Committee members to the Meet Director during registration. The list of candidates will be prepared. The voting will be a secret ballot.

Safety Committee:

It will include 3 pilots.

The Team leaders propose the Safety Committee; it will be elected at the first TL meeting.

Team Leaders are invited to propose the Safety Committee members to the Meet Director during registration. The list of candidates will be prepared. The voting will be a secret ballot.

13 Take-off-site:

East Start 1420m ASL (41.340802, 21.256547)

It faces east-northeast towards Pelagonia Valley. It is a several-minute drive from the town, and an asphalt road runs almost the entire length of the launch.

West Start 1440m ASL

It's a secondary, smaller take-off place facing west-southwest, 300 meters away from East Start. Cars can be driven right up to the parking area just 150 meters from the takeoff.

14 Launch:

Launch system

Free access through a controlled gate entrance at multiple starting points will be the primary launch system for this competition.

The ordered launch may be used if the conditions or other limiting factors warrant it, at the MD's discretion, as outlined in Section 7A.

Priority

The priority to enter the take off area at any time for the top 5 women and 15 men during the 1st task will be determined by the rank of participating pilots in the WPRS on Aug 1, 2026.

In 2nd task and after by their Competition overall ranking.

Pilots of the Task and Safety committees have priority to enter the take-off area at any time.

Relaunch:

Relaunch will be granted only if the pilot experiences serious safety problems during take-off.

The Team Leader must request a relaunch to the Safety Director, who, in agreement with the Meet Director, may authorize the relaunch.

Wind speed at the take-off:

The maximum wind speed at which a task shall be flown is 25 km/h. The wind speed is measured at take-off at man's height. The maximum wind speed allowing launch will be determined by the Safety Director in consultation with the Meet Director. The decision will be based on their device's measurements and local aerology.

No other measurement will be considered official.

Launch may be suspended if the window has been opened and the maximum wind speed has been exceeded. If such a case occurs, suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

15 Goal:

The goals to be used in the Championship will be a "cylinder" or a "line" as described in Section 7 XC Scoring 6.2.

A physical goal line will be used as visual reference.

However, in the case of the line, the virtual line, as per the competitor's GPS instrument, represents the actual goal line.

16 Airspace and other restrictions:

Any airspace limitations will be provided at the Safety Briefing.

The organizers will provide all airspace files.

17 Penalties:

As per Section 7A – 6 at the time of the championship.

18 Safety issues:

Assisting injured pilots

As per Section 7A.

Report back:

Report immediately after landing (10 minutes maximum).

Not reporting back on time for unacceptable reasons will lead to a penalty.

19 Pre-flyers and other flyers:

As per Section 7 Common.

In addition, the extremity of the takeoff might be open to non-competing pilots.

If such a situation occurs, it will be regulated and synchronized by the Safety Director.

All efforts will be made to avoid congestion of non-competing pilots in the take-off area before the gate opening.

20 Scoring:

The latest GAP formula will be used.

The Airscore scoring system will be used.

Scoring formula parameters will be published on the website and communicated at the official electronic communication channels.

The parameters to be validated at the first Team Leaders briefing are:

- Nominal launch: (default value = 96%).
- Nominal distance: 60 km
- Minimum distance: 4 km
- Nominal goal: 30%
- Nominal time: 1h15

The GPS map datum is WGS 84, and the coordinate format to be used is UTM.

The primary source of scoring is GPS logs received from the Flymaster Live One System.

All other instruments that pilots may have (a maximum of two) are considered backups.

Stopped task:

As per Section 7A 3.5 and 7 F XC scoring (CIVL GAP) 12.3 – 5.6

21 Live Trackers:

The organization will provide all pilots with live trackers. Live trackers are essential for safety and retrieval. They will also be used as the primary source for scoring and to achieve significant media impact.

Every morning, each pilot must pick up their own live tracker at take-off. Picking up the tracker is

considered registering for flying.

Pilots must keep them on during the flight. They must return them to headquarters immediately after retrieval. Not returning live tracker immediately after retrieval may result in penalties.

Pilots who believe that their live tracker is not working properly must contact the Meet Director, Safety Director, or Live-Tracker Manager without delay.

In the event of a loss or damage to a live tracker, the pilot will be asked to pay €250 in compensation.

A satellite tracker is mandatory for this event. It is the pilot's complete responsibility to be equipped with a working satellite tracker. The satellite trackers will be registered during the pilots' local registration.

The organizers cannot provide spare satellite trackers or assist with a damaged unit.

22 Penalties:

According to Section 7A-6.

23 Complaints and protests:

As per General Section and Section 7A – Chapter 7.

If provisional results are published before 22:00, the complaint deadline is 08:30 the next day.

If provisional results are published after 22:00, the complaint deadline is 11:00 the next day, and at least 4 hours after the publication of the provisional results.

For the last two competition-planned tasks, protests must be submitted within 1 hour after the result of the complaint is published at the headquarters.

The protest fee is €50. It will be returned if the protest is upheld.

24 Rest day:

As per Section 7A 3.9.

A flying day is defined as a day when the pilots are transported to take-off with the intention of running a task for that day.