



Local Regulations version 1.0 (16.12.2025.)

DESANT NA DRVAR Drvar, BiH 23rd–29th August 2026 **National Championship B&H** **National League Serbia**

FAI category 2 event



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

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

1 - CONTACTS

Ovuka Zeljko: ovukazeljko@gmail.com +381 63 27 09 74 ,
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- Main Headquarter Radnički dom **Drvar**
- Rescue and medical: First Aid Service Drvar, Banjaluka Hospital
- Rescue Team "Mountain Rescue Team" Livno

2 - PROGRAM

Registration:	23 August from 16h00 to 18h45
Unofficial Training	23 August from 11,00
Opening ceremony:	23 August from 20h00
Mandatory safety meeting:	23 August at 19h00
First competition briefing:	24 August at 10h00
Contest flying days:	24 – 28 August
Reserve flying day:	29 August
Prize-giving and closing ceremony:	28 August at 19h00 (in case of res day 29.08)

3 - TYPICAL DAILY SCHEDULE

- 08h00 - Headquarters open
- 09h00 – Protest result deadline
- 10h00 - Transport to take-off
- 11h00 - Meet Director / Task and Safety Committee meetings
- 11h15 - Pilots briefing / Task definition
- 12h00 - Take-off window opens
- 17h00 - Scoring office opens at the main Headquarter
- 19h00 - Safe landing report deadline
- 20h00 - Scoring office closes
- 21h00 - Provisional results
- 22h00 – Complaints deadline or 1 hour after 1st provisional results

This schedule is subject to change by the Meet Director.

4 - OFFICIALS AND STAFF

The Organization

- General Organization Municipality of Drvar, Aeronautical Union of Serbia, Pg Club "Drvar"
- Event organizers: Željko Ovuka (SRB) & Marko Zarač (B&H)
- Meet Director: Goran Đurković (SRB)
- Safety Director: Lazarević Slavko (SRB)
- Transport & Retrieve Manager: Jelena Kračun (SRB)
- Take-off Marshall: Marko Zarač (B&H)
- Goal Marshall: Branko Uzur (SRB)
- HQ manager & Livetrackers: Tijana Jocić (SRB)
- Public and Press relations PR Agency (BiH)
- Scorer Daniel Dimov (BGR)

5 - FLYING SITES

Main take-offs:

Kruškovac

- Take-off: Kruškovac, at 730 m. (N 44' 22.759, E 016' 23.804)
- Landing: Drvar near to stadium at 470 m. (N 44'22.584, E 016'23.216)

Dinara-Provo (Kraljev start)

- Take-off: Provo, at 1330 m. (N 43 55' 44" E 16 39' 10")
- Landing: Gubin near to stadium at 740 m. (N 43 57' 28" E 16 38' 29")

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 pre-printed signed during the registration.

7 - SELECTION PROCEDURES

Teams

The maximum team size is 10 pilots from the same club .

Team scores for each task will be assembled from best 2 results (any gender) or junior, or female.

Pilots

The requirements for a pilot to enter this competition are:

- to hold valid FAI and pilot license.

- to prove the airworthy of his glider.
- to hold valid third party insurance.
- maximum number of participants is 80 (it can be modified)

Organizer has right to choose WPRS criteria in case of more than max pilots allowed is exceeded.

8 - ENTRY FEE

Entry Forms will be pre-printed signed during the registration.

Payments:

Before 23rd June ----> Entry fee is 220 EUR,
Before 23rd July ----> Entry fee is 250 EUR,
Before 07th July ----> Entry fee is 300 EUR,
Registration is closed after 07th August, and we will not accept payments.

Payment to (Serbian pilots):

ARES, Uzun Mirkova 4, Beograd

160-389767-13

Amount: 220 EUR see above amount (in RSD)

Purpose: membership for competition

Or by PayPal to ovukazeljko1@gmail.com

Payment to (B&H pilots):

PgK "Drvar", Drvar

571-300-00001214-60

Amount: see above amount (in KM)

Purpose: membership for competition

Payment to (foreign pilots):

In favor of:

KSLiB "ARES"

Uzun Mirkova 4/1, Beograd, 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 route for all the registered pilots during all competition days,
- upload of turn point's GPS coordinates,
- GPS tracklog download,
- color map,
- ID card,
- lunch package (optional), water
- competition shirt,
- free access to all championship events and parties,
- LIVETRACKING

In case of cancellation of the competition caused by bad meteorological forecast, the organizer will keep 50 EUR for the cost of the competition preparation. The

organization will pay back rest of payment, and will give T-shirt, and other gifts to the competitor.

In case of cancellation by pilot, the organizer will keep minimum 50 EUR, maximum whole entry fee amount, depends on stage of competition preparation. It is discreet right of the competition organizer.

9 - UPON ARRIVAL

The official registration date will be on:

- August 23rd from 16,00 – 18,45

Each competitor will be requested to present:

- a valid FAI Sporting License,
 - a valid pilot license
 - satisfactory evidence of glider airworthiness,
 - a valid third-party insurance
-
- GPS and suitable cable for it

Each competitor will be requested to sign:

- the Waiver Declaration (agreement on release of liability),
- the Entry Form.

Attention!

The safety meeting which will take part in the HQ on the 23rd of August at 19h00 is mandatory. Pilots who do not follow it will be barred from the competition.

10 - RESCUE AND MEDICAL SERVICE

A first aid team will be taken from local hospital in Drvar and B&H Mountain Rescue Team from Livno City

11 - 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 144.825 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.

13 - 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.

14 - FREE FLYERS

Free flyers won't be allowed to take-off before the opening of the window and until the window is closed, except with the permission of the Meet Director.

Guest pilots shall pay same entry fee as pilots.

15 - SAFETY AND TASK COMMITTEES

The Safety and Task Committees will both include 3 pilots. Pilots of both committees will be elected by the pilots at the first briefing.

16 - 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.

17 - MAXIMUM WIND SPEED

No task will be set with a general wind speed over 7 m/s at launch.

18 - ORDERED LAUNCH

An ordered launch method may be used.

If this method is used on the first day, the order will be according to the WPRS. The following days, the competition ranking will be used.

In both cases, the top 5 male pilots and the top 2 female pilots will have the right to enter the takeoff area whenever they want.

19 - RETAKE-OFF

A competitor will be allowed one take-off from Kruskovac take off.

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

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

It is allowed one retake off, but transportation from landing to second attempt will be in pilots arrangement.

20 - FLYING THE TASK

The take-off window will be open for at least 80 minutes.

Cylinders will be used as start sector. The start cylinders radius will be shown on the task board. All turn-points will be 400m radius cylinders around the GPS coordinates supplied by the organizers, or greater which is related to task committee decision.

21 - 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.

22 - GOAL LINE

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

There will not be a physical goal line.

All pilot will have to fly across the virtual goal line in order to complete the task.

For all pilots, the time at goal will be the one stored in the pilot's GPS when he crosses the virtual line.

The Goal Marshal will check the arrival order of the first 10 pilots. His observations will be used only to update results in case of obvious GPS error.

He will also check that all pilots at goal do fly across the goal line.

23 - SUSPENSION, CANCELLATION OR STOPPING OF A TASK

The Meet Director and Safety 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 each another that the task is stopped or canceled.

24 - REST DAY

There will not be a rest day during the competition.

25 - 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 2025 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: 150m

- Distance tolerance: 0.1 %
- Distance calculation method: WGS-84

Other settings will follow the default FAI CIVL GAP 2025 for paragliding.

Scoring a stopped task. A task which has been stopped but not cancelled shall be scored if at least 1 hour have elapsed since the first valid start is taken by a competing pilot or at least 1 pilot has achieved goal. 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 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 always completely responsible for his/her own safety.

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day This score shall 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 consider 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.

26 - PENALTIES

Dangerous flying:

1st offense - 100 points.

2nd offense - 500 points.

3rd offense - disqualification

Cloud flying:

1st offense - 0 points for the day.

2nd offense - barring from the competition.

3rd offense - disqualification

Late report back:

1st offense - 300 points.

2nd offense - 500 points.

3rd offense - disqualification

Every pilot that does not 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!

27 - COMPLAINTS AND PROTESTS

Complaints

Complaints for each task shall be submitted at the latest 1 hour after the publication of the provisional results and will be dealt as soon as possible.

Protests

Protests must be submitted at the latest 2 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 1/2 hours after the result of the complaint is published at the main Headquarter.

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