



WORLD CHAMPIONSHIP



24th FAI World Hang Gliding Class 1 Championship
15th FAI Women World Hang Gliding Class 1 Championship
10th FAI World Hang Gliding Class 5 Championship
Jul 13 - Jul 26, 2025
Sierra del Montsec, Ager (Lleida) _ Spain

Local Regulations

APPROVED BY CIVL

ORGANISED BY: ZENITH VOL LLIURE on behalf of:

The REAL FEDERACIÓN AERONAUTICA ESPAÑOLA
and
The FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

(E-Mail) Address of the organising National Aero Club: fae@rfae.org

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(E-Mail) Address to which any correspondence should be sent in advance of the
event: agerworlds@gmail.com and aladelta@feada.org

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Website where information about the competition can be found:
..... <https://civlcomps.org/event/hg-worlds-2025>

These Local Regulations are to be used in conjunction with the most recent versions of the FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7 A – Cross Country
- Section 7 F – XC Scoring
- Section 7 H – Flight recorders specifications
- Section 7 I – Guidelines and Templates
- Section 7 J – Jury Guidelines

1 – Contacts

Organising NAC: Real Federación Aeronáutica Española

Competition organisers: Club Zenith Vol Lliure

Official website: <https://civlcomps.org/event/hq-worlds-2025>

2 – Officials

Event organiser: Joel MIRÓN DE SOTO

Meet director: Jose Manuel SANCHEZ GARCIA

Safety director: Bernat CLARAMUNT

Rescue coordinator: Sergi CANADELL

Live tracking coordinator: Lara RODRIGUEZ

Weather forecast: Jose Manuel SANCHEZ GARCIA

Scoring Director: Lara RODRIGUEZ

Doctor: On daily basis

Headquarters Coordinator: Bernat CLARAMUNT

Launch Director: Jose Manuel SANCHEZ GARCIA

Take-Off Marshals: Francisco MUÑOZ GARCIA, Sergi CANADELL, Lara RODRIGUEZ

Goal Marshal: Alejandro ZULUETA

Public and Press Relations: – Robert MAYOR

Photographs, videos: – Robert MAYOR

Social events: – David GUIU

FAI Steward: Jamie SHELDEN (USA)

FAI Jury President: Andy Cowley (GBR)

FAI Jury Members: Hadewych Van Kempen (NLD) and Fabio Loro (ITA)

3 – Programme

Registration: 13.07.2025

Opening ceremony 13.07.2025, 8 pm

Mandatory Safety Briefing: 14.07.2025, 8 am – 9 am

Mandatory training task 14.07.2025

Championship flying days: 15 – 25.07.2025

Prize-giving & Closing ceremony: 26.07.2025

The programme is subject to change with CIVL approval. Any changes before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing and posted on the official board at headquarters.

Daily Schedule

On training and competition days:

9:00 am: Headquarters open

9:30 am: Team Leader meeting

10:00 am: Task and Safety Committee meetings

12:00 am: Pilot briefing/Task briefing

13:00 pm: Take-off window opens.

7:00 pm: Scoring office opens

9:00 pm: Provisional results published printed in HQ

The daily schedule is subject to change.

Any changes to the schedule before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing.

4 – Entry

The maximum number of pilots in the championship is 140.

The maximum number of pilots expected in Class 1 is 115.

The maximum number of pilots expected in Class 5 is 25.

The numbers being 'expected' means that if there are too few pilots in one Class and too many in another, numbers will be readjusted in agreement with CIVL Bureau.

The maximum number of pilots constituting a national team in Class 1 is 6.

The maximum number of pilots constituting a national team in Class 5 is 5. This number may be reviewed at the time of the first allocation in consideration to the number of pilots entered by each nation.

5 - Eligibility to Compete

According to Section 7A-2.

The ranking reference date for qualification criteria, nation priority table and allocation: for Class 1 & Class 5 is May 2025 ranking published on 1/4/2025

6 - Application to Compete

Applications from NAC's must be sent to the following email: agerworlds@gmail.com using form that is published on the following web: <https://civlcomps.org/event/hg-worlds-2025> starting from 31/1/2025 and finishing on 30/04/2025.

Pilots selected to participate by their NAC must register using the form on the following web: <https://civlcomps.org/event/hg-worlds-2025/registration>

NAC's are invited to submit applications for pilots in high enough numbers, so they can be included in case of extra allocation rounds.

Exceptions to pilot qualification requirements According to Section 7A-2.

Screening Committee

According to Section 7A-2. Members: Ivan Lukanov, Mitch Shipley, Flavio Tebaldi

7 - Allocation and Payments

Allocation will be done according to Section 7A-2.

In Class 1 in the first 2 allocation rounds, places will be offered to female pilots first.

Total number of pilots selected can be greater than the maximum number of pilots in the national team.

Team leaders will select pilots (any gender) constituting the national team.

In case of a cancellation from a female pilot for any reason, the spot will be offered:

- First to a female pilot of the same NAC.
- Second to a FEMALE pilot of another NAC (in the order of the WPRS nation ranking, starting where the last allocation round finished).
- Third to a pilot of another NAC (in the order of the WPRS nation ranking, starting where the last allocation round finished).

The first allocation will be made, and results published on the official website on May 1, 2025.

The entry fee payment process will start on May 1st, 2025.

Confirmation of payment transfers must be sent to the organisers by email before May 26th, 2025.

Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline, the team allocation table will be updated. Any unpaid places will be reallocated.

The second allocation round will be made on May 27th, 2025, until a total of 140 pilots are reached or no more applications remain.

Final allocation will be made on June 6th, 2025.

The deadline for the final payment will be June 16th, 2025.

For any late payment, a supplementary fee of 100 euros will be applied.

Between June 16th, 2025, and the beginning of the competition, if any spot becomes open because of cancellation for any reason, the spot will be offered:

- First to a pilot of the same NAC.
- Second to a pilot of another NAC (in the order of the WPRS nation ranking, starting where the second allocation round finished).

See also Section 7A 2.3.

8 - Entry Fee

The Entry fee will be:

- 600 euros per pilot.
- 300 euros per team leader/assistant.

Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:

- Colour map of task area with all the points and restricted airspace and areas.
- ID card & safety/contact information.
- Contest numbers.
- Visibility patches for those gliders with dark leading edges.
- Upload of turn-points with GPS coordinates.
- GPS track-log downloads.
- Live tracking.
- Competitor and glider identification.
- Competition souvenirs.
- Free access to all championship events and parties.
- Free internet (Wi-Fi) access at the HQ.
- Emergency rescue and first aid medical service.

Entry fee to be paid to the following account:

Holder: Club Esportiu Zenith Vol Lliure

Bank Name: Open Bank, S.A.

Bank Address: Plaza de Santa Bárbara nº 2, 28004, (Madrid).

SWIFT/BIC: OPENESMM

Account Number: IBAN: ES1000730100590505927978

money transfer fees are covered by the sender.

Please indicate number of pilots + team leader/assistants you are paying for, and that the payment is for the 2025 World Hang Gliding Championships and state the member NAC.

Refund policy

In the event of a pilot withdrawing from the competition before July 6th, 2025, and who cannot be replaced by a qualified NAC-nominated pilot from that nation, a full refund will be offered, minus 150 euros for administration costs.

Cancellations received after this date will not be eligible for a refund.

9 – Registration

Registration will be done according to Common Section 7-5. Online FAI Sporting License is mandatory for all pilots.

Entry forms will be completed, checked and signed. In order to speed-up the process of registration, the Team leaders can prepare and communicate the required documents to the organiser before the official registration.

Each competitor will be required to present:

- Proof of identity.
- One 3D GPS with the make, model and serial number available. 3D backup GPS is strongly recommended.
- Certificate of insurance covering public liability risk (with English translation if needed).
- Certificate for personal accident/hospitalisation/repatriation (with English translation if needed).
- Pilots' and assistants' mobile telephone numbers.
- Liability waiver properly filled out and signed (see Section 7 template).

10 – Insurance

Following insurance is needed in order to participate in this event. Appropriate documentary proof in English will be required at registration showing valid:

- Insurance covering public liability risk to the value of at least €100,000 (one hundred thousand euro) must be presented to the organisers at registration.
- Individual Accident insurance covering hang-gliding specific activities outside pilot's country of residence.
- Medical treatment coverage of at least 50,000 (fifty thousand euro), • Medical (helicopter) evacuation of at least 10,000 (ten thousand euro)
- Repatriation coverage.

Corresponding insurance will not be offered on site.

It is the Team Leader's responsibility to provide proof that each team pilot's insurance is compliant to above listed requirements. Team Leader will be asked to sign statement during the official registration.

11 – Equipment

All equipment must abide by Section 7A-8 and CIVL GAP. In addition, pilots are required to have with them at all the time a smartphone with data and Telegram app installed.

Radio

According to Section 7A-4.

Radios (2m band) are mandatory. Pilots and their team leaders must be able to monitor the safety frequency during all tasks. Voice activated microphones (VOX operated) are prohibited.

Using a previously announced Team frequency is allowed as long as pilot's radio permits monitoring of this Team frequency while simultaneously receiving broadcasting on the Safety Frequency.

Contest Numbers

According to Common Section 7-5.

Provided numbers will be placed on the right upright on a visible place.

12 – Committees

Task advisory committee According to Common Section 7-4.

It will include the Steward and the Meet Director plus 3 pilots in Class 1 and 2 pilots in Class 5.

Safety committee

According to Common Section 7-4.

13 – Take-off

Covering S, SE, SW wind directions, elevation 1560 m ASL, only 15 km from the campsite of Ager (where accommodation and HQ will be located) via asphalt access road. More information on the competition website.

14 – Launch

Launch window

For the task to be valid, the launch window must be open for at least 20 minutes for Class 5 and at least 60 minutes for Class 1.

Wind speed at launch

The maximum wind speed in which a task shall be flown is 35 km/h, measured at launch at man's height.

Take-off procedures

The takeoff procedure from this launch can be executed with two or three launch lanes in parallel for class1 and one or two lanes in the upper launch for class 5.

Ordered Launch will be used throughout the Competition.

Ordered launch

For Class 5:

- On the first day the top 10 from the registered pilots from the WPRS in reversed order followed by the other pilots in the WPRS order.
- On all other days the top 10 pilots from the overall results in reversed order followed by the other pilots in the overall competition results order. If necessary, according to the final number of registered pilots, this figure will be adjusted before the beginning of the competition.

The reversed order numbers will be confirmed (or updated) during the first team Leader meeting, subject to the final number of participants that register for the Competition.

Class 1 "Early Bird" launch window opens 15 minutes prior to the open of the Class 1 launch window followed by:

For Class 1:

- On the first day the top 30 WPRS ranked registered pilots in reversed order followed by the remaining pilots in the WPRS order.
- On all other days the top 30 pilots from the overall results in reversed order followed by the remaining pilots in the overall competition results order. If necessary, according to the final number of registered pilots, this figure may be adjusted before the beginning of the competition.

The 'push' system may be used. Only pilots ready to take off in the launch lanes are allowed to push.

Early bird

Any pilot outside the top 30 (for class 1) or top 10 (for Class 5) may request an early bird launch at the team leader briefing each morning. The request needs to be submitted by the respective team leader at the team leader briefing. If more than 10 pilots make requests to be in the early bird launch on any given day, there will be a random drawing at the end of the team leader briefing to choose the 10 early bird pilots. Launch order for the 10 early bird pilots will also be drawn randomly at that time.

Early birds in Class 5 will launch 5-10 minutes before Class 5 window opens. Maximum 3 Early birds in Class 5.

Early birds in Class 1 will launch 15 minutes before the open of the Class 1 launch window, from the Class 5 launch area.

Any pilot in the early bird launch that is not ready to launch or chooses not to launch in his early bird position must go to the back of the launch line (not to his original launch position outside the early bird period).

No pilots willing to launch

The Meet Director may allow pilots outside their launch order to move to the front of the launch queue, where they will be treated in the same fashion as a pilot who has 'pushed'.

Entering launch lanes

Pilots may not enter the start lanes unless they are fully ready to fly. At no stage is a pilot permitted to launch without having been given permission by the launch director/marshal who is present at his/her lane. Staff will be in the start lanes to carry out checks, which all pilots must allow them to do.

Push system

According to Section 7a 3.3.6.

If more than one class is using a launch point or lane in the same time frame, a lane may be designated as a priority lane for a given class. The push system will operate in that lane for the class given priority.

Pilots not in that class will be pushed but will not be allowed to push the priority class.

Relaunch

A competitor will be allowed a maximum of 2 take-offs.

In case of a re-flight the pilot must have not taken a start gate. The flight should be logged and stored for verification purposes. Individual transport should be used to the take-off area. The re-flight must be reported to the MD or Launch marshal prior to the second take-off.

Pilots who do not follow this protocol will be awarded minimum distance only.

15 - Airspace and Other Restrictions

There will be airspace limitations during this event, that will be published on the official website.

The Safety & Meet Director will be in constant contact with the Civil Aviation Authorities. In case of non-scheduled, emergency or other type of civilian or military flying activities in the competition area, happening within a task's time frame, the organisers will inform pilots and team leaders as soon as possible and, at the latest, precise information will be provided during the task briefing.

A NOTAM will be issued for the site during the competition, so all measures will be taken to provide open and safe flight arena.

16 – Goal

We will be using different goal fields in the competition. All goals will be placed at large and safe landing paddocks with clear approach paths. On daily briefings we will always mention all the information needed concerning the goal approach and rigging area.

All official goal fields used during the competition, as well as turn points that might be used as a goal if weather conditions require it will apply with mentioned above

Goal line, virtual or physical, as well as goal cylinder, may be used as a goal sector in this comp.

17 - Pre and Free-Flyers

Free flyers will not be allowed to launch from 30 minutes before the window open until 30 minutes after the window close time.

18 - Safety Issues

Pilot reporting of safety.

According to Section 7A-8.

Pilots are requested to report through their Team Leader. The Team Leader will report them to the Meet Director. In an event where the Team Leader is not present or unreachable, the pilot may report directly to the Meet Director.

Telegram app will be used for reporting.

Sprog settings

Sprog settings may be randomly spot checked at any time.

Sign out/Landing forms

Safe Landing report through Telegram app is mandatory. In the interest of safety, pilot will Sign Out only after returning tracker at headquarters or goal, personally or through Team Leader, after the task, even if the task has been stopped. Penalty points may be applied for failure to follow this rule.

Medical services

Throughout the competition a doctor and medical services will be available at take-off and at some landing areas.

Local Search and Rescue Team will be ready to assist if a search is needed. For serious injuries, a helicopter will be at standby at nearest base for fast transport to city hospitals.

19 - Live-tracking

The organisation will use CIVL live tracking system (Flymaster BlueFlex360). Public display delayed according to Section 7A-4.

20 – Scoring

The latest CIVL GAP formula will be used in combination with the FS scoring program.

GPSDump will be used for track download and waypoint upload.

See <http://www.gpsdump.no/> for a list of GPS units that is working with GPSDump.

If instrument is connected with non-standard (USB mini or USB-C) cable pilots are responsible to provide their own data cable.

The primary source of scoring is Live Tracking.

To be considered valid, back-up GPS track logs must comply with the current requirements in Section 7A-4. Any other source can be used as back-up, only if agreed by the Meet Director.

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

Nation task scoring

In Class 1, the scores of the three best-ranked pilots of each national team are added up to create each nation's task score.

In Class 5, the scores of the two best-ranked pilots of each national team are added up to create each nation's task score.

GAP Parameters

For Class 1, they will be set at:

- Nominal launch: 96%.
- Nominal distance: 70 km.
- Minimum distance: 7 km.
- Nominal goal: 30%.
- Nominal time: 1:30.

For Class 5, they will be set at:

- Nominal launch: 96%.
- Nominal distance: 85 km.
- Minimum distance: 7 km.
- Nominal goal: 30%.
- Nominal time: 1:30.

GAP parameters will be discussed at the first Team Leaders' briefing.

Early start

A maximum early start of 300 seconds is allowed, as it is considered as a safety feature in potential crowded environment. Early start is penalised in FS by a factor of 2 points per second of early start time.

Early start of more than 300 seconds is scored as minimum distance.

21 – Penalties

According to Section 7A-6.

Specific penalties:

Airworthiness non-compliance (including sprog setting)

The normal penalty for non-compliance is a 20% reduction in score for the last round flown.

If during a subsequent round the glider is again found to be non-compliant a 0 score will result for that round. At the discretion of the Meet Director a lesser penalty may be applied in cases due to extenuating circumstances.

Not following meet officials' directions, abusive behaviours towards meet officials or other pilots, dangerous flying, VOX use, maliciously showing the stopped task sign, reporting landed too late after the flight, etc.

Penalties at the Meet Director's discretion.

22 - Complaints and protests

As per General Section and Section 7A-7.

Deadlines for complaints and protests:

Complaints: If the provisional results are published before 10 pm, complaints must be submitted before 8:30 am the next day.

If the provisional results are published after 10 pm, complaints must be submitted before 12 pm the next day.

The time of the publication of results is the time the results are posted on the results board at Headquarters

Protests: Protests must be submitted within 12 hours of the result of the complaint being published at the main headquarters.

Deadline for complaints and protests on the last two competition tasks:

Complaints must be submitted no later than 1 hour after the publication of the provisional results that are posted on the headquarters official board.

Protests must be submitted within 1 hour of the publication of the ruling on the complaint.

Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day.

The protest fee is 50 euros.

Team Leaders are encouraged to read Common Section 7–14 before making a complaint or a protest.

23 - Rest days

As per Section 7A 3.9.

A “day of flying” is a day when pilots are sent up to launch, even if the launch window hasn’t been opened.

There will be no Team Leader briefing on the rest day.