

LOCAL PROCEDURES

v1.1

19th FAI European Gliding Championships *Club, Standard & 20m Multi Seat classes*



Aeroklub Moravská Třebová
organizes the Championships in cooperation with
Aeroklub České republiky
on behalf of the FAI Gliding Commission



A. CHAMPIONSHIP DETAILS

1. Name of the Event

19th FAI European Gliding Championships in Club, Standard, 20m Multi Seat classes

2. Location of the Event

Airfield name:	Moravska Trebova
ICAO code:	LKMK
Latitude:	49°47'54''N
Longitude:	16°41'16'' E
Elevation (ELEV):	403 m / 1322 ft
Runway (RWY):	08R / 26L, grass 720 x 60 m 08L / 26R, asphalt 714 x 23 m

3. Time Schedule

Final entries due:	30.4.2017
Entry fee payment deadline	30.4.2017
Deadline for approval of new GNSS FRs:	30.6.2017
Reserve pilots may be accepted until:	17.7.2017
Registration period:	17.7. - 20.7.2017, daily 0900 - 1800 LT
Scrutineering:	17.7. - 20.7.2017, daily 0900 - 1800 LT
Unofficial training:	15.7. - 18.7.2017
Official training:	19.7. - 21.7.2017
Configuration changes closes:	20.7.2017, 1700 LT
First official Team Captains briefing:	18.7.2017, 1900 LT
Pilot safety briefing (mandatory for all pilots):	22.7.2017, 1900 LT
Opening ceremony:	22.7.2017, 1200 LT
Contest flying:	23.7. - 4.8.2017
Farewell party:	4.8.2017, 1900 LT
Closing Ceremony and Prizegiving:	5.8.2017, 1000 LT
Reserve day for competition:	5.8.2017

4. Competition Officials

Director of Championships:	Mr Vladimír Machula
Deputy Director:	Mr Martin Pícek
Airfield and operations director:	Mr Pavel Řeřicha
Task setters:	Mr Pavel Řeřicha
Chief scorer:	Mr Jiří Cihlář
Meteorologist:	Mr Jan Horák

5. International Jury

President:	Mr Peter Ryder (DEU)
Members (remote):	Mr Jaroslav Vach (CZE) Mr Angel Casado (ESP)

6. Stewards

Chief Steward:	Mr Patrik Pauwels (BEL)
Steward:	Mr Lasse Virtanen (FIN)

7. Addresses for Correspondence and Entries

E-mail - general: info@egc2017.cz
- Entry Form: entryform@egc2017.cz
Website: www.egc2017.cz
Phone number: +420 603 520 034
Address: Aeroklub Moravska Trebova, z.s.
Letiste, c.p.220
569 32 Stare Mesto
Czech Republic

8. Bank account details

Account holder name: Aeroklub Moravska Trebova
Name of the bank: CSOB, a.s.
Bank address: Praha 5, Radlicka 333/150, 15057 (postcode)
Account no.: 277202457 / 0300
IBAN: CZ68 0300 0000 0002 7720 2457
BIC (SWIFT): CEKOCZPP

B. GENERAL**1. Documents applicable to these championships.**

- Sporting Code General Section (last edition)
- Sporting Code Section 3 with its Annexes (last edition)
- This Local Procedures

2. Additional objective of the Championships

Additional objectives of this Championships are to:

- promote sport of soaring in Czech Republic;
- widen the reach of our annual National Gliding Contest to the international pilot community;
- promote the region as a tourist destination.

3. Championship classes

3.1. Championships will be held in following classes:

- Club
- Standard
- 20m Multi-Seat

3.2. Minimum number of participants

If there are less than 10 competitors from at least four countries in any of the classes contest will take place but no Champion will be declared.

4. Additional safety rules

All necessary additional safety rules for each championship day will be announced at the briefing for the day. Such safety rules are considered to be part of the Local Procedures and will be provided in written form to the Team Captains and on the task sheet if appropriate.

Direction of circling in thermals is determined by the first glider, which started circling in the thermal.

Judgments affecting flight safety are the sole responsibility of the pilot in command. This includes (though is not limited to) any decision to fly into weather, over rough terrain or hazardous areas,

and the evaluation of the safety of any potential landing site.

Sailplanes and trailers must be tied down when unattended in the parking area.

All vehicles entering landing area of the airfield should bear identification marks consisting of glider Competition Number, shown in a visible way.

Safety comments are welcome. They can be directed to Championships Director, or any competition official.

5. Control Point file format

The official format for control point data shall be the See You .cup format. The official control points, including the current revision number and date, are available via a link on the contest website.

6. Contest Area

The controlled airspace file will be published at the site www.egc2017.cz in Open Air format. The airspace may be published in other formats, but the official format is Open Air format.

Entry into the published forbidden airspace will be penalized according to the list of approved penalties in SC3a 8.7. ranging from outlanding to disqualification.

C. NATIONAL TEAMS

1. Entries and Qualification Rules

Entries will be accepted only from NAC by filling-in the official form – "*EGC2017 Entry Form*". *EGC2017 Entry Form* with all instructions included can be found on the competition website www.egc2017.cz. in the section DOCUMENTS. Each pilot (crew) must fill-in and send the "*Pilot Registration and Declaration Form*" in the section CREW REGISTRATION on the website www.egc2017.cz.

Incomplete entry forms or those containing inaccurate information will not be accepted. Only entries with valid entry fee paid to appropriate bank account will be accepted.

Rejection of the entries will be done according to SC3-A Appendix 1.

Entering NAC is responsible to ensure that pilot fulfils correctly all Sporting Code requirements, for example those listed in SC3-A, Part 3.2. The most recent Sporting Code will be valid.

2. Fees

2.1. Entry fee

Entry fee per pilot or per crew of 20M class: EUR 700.

Entry fee must be paid no later than 30.4.2017 by bank transfer to the account of Aeroklub Moravska Trebova. Competitor shall provide his/her surname and IGC Pilot Ranking ID in a message for recipient (comment) field. This will be used as a payment identification of the competitor.

2.2. Other charges

Price of Aero tow to 600 m AGL:	- Club class:	EUR 45
	- Standard class:	EUR 47
	- 20m Multi Seat class:	EUR 50

2.3. Deposit fee

Deposit fee for aero tows:	EUR 300
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Deposit fee for self-launching gliders (EUR 5 per competition day):	EUR 30
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The organizer recommends to transfer entry fee and deposit fee for aero tows/self-launching together.

2.4.

Any bank charges associated with international bank transfers or payments on account of the Organizer in the Czech Republic will be paid by the payer. Any discrepancies related to international payments of the entry fee will be reflected in the final bill.

All payments in camping, accommodation fees (if applicable) and deposit fees, have to be done by 21.7. 2017 to the 1800 LT and before the start of first training flight at the latest.

Aero tows / self-launching fees if unused will be refunded in full no later than the end of the Championships.

3. Number of allowable entries per NAC

Each NAC may enter two competitors/crews in Club, Standard, 20m Multi Seat classes and current European Champion in proper class.

4. Total number of allowable entries and number of entries per class

After closure the absolute capacity limit is 110 competing gliders. If the number of entries exceeds the limit, the rejection of entries will be done according to SC3-A Appendix 1. Entry fees for rejected entries will be returned.

The expected maximum number of competing gliders (may vary according to the actual situation) in class:

- 45 in the Club class;
- 45 in the Standard class;
- 20 in the 20m Multi Seat class.

After closure of the entry list, any vacancies may be offered to competitors outside of Europe. They will compete as guests and their scores will not be counted in the Championships.

5. Additional documentation required**5.1.** As stated by FAI:**5.1.1.** For all Team Members:

- Documentary proof of personal insurance (in English or Czech languages), or medical insurance cards;
- Citizens of the countries for which visas are required to enter Czech Republic must obtain them by their own in due time. If invitations are needed, organizers will provide such documents;
- For team members (including helpers) younger than 18 years: legal guardian's approval to attend the glider championships and indication of an adult team member responsible for the minor.

5.1.2. For the pilot:

- Proof of nationality or certificate of residence (FAI General Section 3.7);
- Valid Pilot License or equivalent document valid for the country in which the pilot's glider is registered and proof of qualification regarding hours and badges;
- Valid aeromedical certificate;
- FAI Sporting License valid for the year of the event; paper version not required, validity will be checked against FAI website;
- Therapeutic Use Exemption (TUE), if applicable.

5.1.3. For the sailplane:

- Valid Certificate of Airworthiness or Permit to Fly validated for Czech Republic;
- Third party insurance certificate for the sailplane;
- Valid and updated weight and balance record with instrumentation as installed for EGC.

5.1.4. Flight Recorders: valid calibration certificate (calibrated within the previous 5 years) must be provided for each FR.

5.2. Additional:

5.2.1. Contest area map (will be provided by Organizer).

5.2.2. Pilot is responsible for carrying on board any documents required by the law of glider's country of registration or by Chicago convention whichever is more demanding. The Organizer will require following documents to be carried on board the sailplane:

- Pilot license or equivalent document;
- Pilot personal ID or passport;
- Certificate of Airworthiness or Permit to Fly;
- Airworthiness Review Certificate (ARC);
- Aircraft Radio License;
- Registration Certificate;
- Glider flight manual;
- Third Party Insurance (C/VI);
- Any other document required by law of glider's country of registration or by aircraft operator.

6. Third party insurance cover

6.1. For the glider (see Ref. EU-REG. 785/2004):

- Third party insurance, covering the whole contest area, with no exclusion clause for competitions, is the responsibility of the pilot;
- Proof of insurance shall be provided to the Organizer in Czech or English;
- Third party insurance has to be to the amount listed below, with respect to maximum takeoff mass (MTOM):
 - less than 500 kg – minimum 750.000 SDR;
 - 500 kg to 1000 kg – minimum 1.500.000 SDR.

SDR means "Special Drawing Right" as defined by the International Monetary Fund. To view the current conversion rates from SDR's to other currencies see: www.imf.org.

6.2. Personal Medical insurance

Personal medical insurance is required for all pilots, crews and FAI officials, covering accidents and sickness, including any costs of hospitalization and transport back to the team member's home country.

Pilots should ensure in particular that their insurance covers accidents and injuries sustained whilst gliding and in competition.

D. TECHNICAL REQUIREMENTS

1. Mandatory additional equipment

- Audio variometer in glider;
- Anti-collision warning device (FLARM or equivalent) with registration on OGN in glider;
- PC connection cables and software for own GNSS flight recorders;
- Team Captain's cellular phone (GSM 900/1800 standard) capable of receiving text messages (Czech SIM-card give organizer) is mandatory.

All instruments, PDA, GPS navigators etc. must be firmly mounted in the glider in such a way that the pilot's vision is not affected.

At technical inspection competitors will be required to demonstrate that the Flarm is operational. The Flarm must remain operational during all flights. Non functioning Flarms may be penalized as a safety breach. First offence a warning, subsequent breaches (n-1) X 25 points.

2. Glider maintenance recommendations

It is suggested to have at least 50 hours remaining to next glider maintenance.

3. Instruments that must be removed from the sailplane

Instruments permitting flight without reference to the ground are not permitted, including but not limited to:

- Bohli, Schanz, KT1, or other gimbaled compasses;
- Turn indicator;
- Artificial horizon (only if it is an integral part of instrument may be approved if deactivation is available and activation is recorded on IGC file (LX NAV instruments, LX Navigation instruments and others) – will be specified at the 1st briefing);
- Any other utility instruments (for example SmartPhones, Garmin 396, tablets, screen readers) or software that enables cloud flying must be turned off during flight. Using any instrument during flight to enable cloud flying will be considered cheating, with the penalty of disqualification.

4. High visibility marking requirements

High visibility markings are not required but highly recommended.

5. Carriage of GNSS data transmitters for public displays

Carriage of GNSS data transmitters for public displays may be required.

6. Carriage of mini video recorders for documentation purposes

Carriage of up to two mini video recorders for documentation purposes may be required. Place of installation will be consulted with the pilot so the cameras would not cause any inconvenience.

7. Procedures for checking aircraft mass

Scrutineering (initial weighing and glider/equipment check) will take place at an announced time and location (see Annex A, art. 4.1.2. and Appendix 2).

Scales for daily weighing will be located as shown on the Weighing Location Diagram published on official board and on the website.

Each glider must be weighed on the way to the grid each day: the glider in its official flight configuration is rolled across an official scale and the weight on the main wheel is checked to ensure it is within limits as determined during pre-contest scrutineering. Overweight gliders must drop ballast to achieve compliance and will not incur penalties.

In any case ballast can not be added to a glider that has passed the scales. A glider can be returned to the parking area, ballasted, then towed across the scales again.

E. GENERAL FLYING PROCEDURES

1. Units of measurement

Unless stated otherwise:

- Distances will be expressed in kilometers, km;
- Heights in meters Above Ground Level (AGL), m;
- Altitudes in meters Above Mean Sea Level (AMSL), m;
- Speed in kilometers per hour, km/h;
- Vertical speed in meters per second, m/s;

- Mass in kilograms, kg;
- Headings or radials in degree true north;
- Time will be described as a Local time (LT) - UTC + 2 hours.

2. Radio communication required for contact with Air Traffic Services

This will not be applied during contest flying. If so, it would be stated at daily briefing. Communication with TMA and CTR is possible only with 8,33 kHz channel spacing transceiver.

3. Radio frequencies to be used during the Championships

For the championships the following frequencies will be used:

- **TREBOVA GROUND (FREQ 126,700 MHz)** - for contest airport operations at the contest site (launchs, arrivals, landings) - main frequency
- **TREBOVA START (FREQ 128,30 MHz)** - for advising start gate opening, official announcements and for gaggle safety
- **TREBOVA RADIO (FREQ 130.550 MHz)** – for other (non contest) airport operations at the contest site - alternate frequency

Team Frequencies – frequencies for all team communication related to the contest.

F. TASKS

The following tasks will be set during the Championships:

- Racing Task
- Speed Task – Assigned Areas

G. COMPETITION PROCEDURES

1. The Launch Grid

The Grid order will be specified at the 1st Briefing (see Annex A, art. 7.1)

2. Requirements for discharging water ballast on the grid

Discharging water on the grid is only allowed when announced by the organizers.

3. Contest site boundaries

Contest site boundaries are airfield boundaries and are defined in Annex 2 of Local Procedures.

4. Launch procedures for motor gliders

All gliders equipped with MoP (engine) shall comply with all the requirements for gliders and carry FR's which have an IGC-approved MoP function (ENL, MOP or other). Self-launching motor gliders shall follow the same climb-out path as the aero-towed gliders in their class and shall shut down their MoP in the designated release area at or below the maximum altitude for self-launch (see article G-5 these LP).

Penalties will be applied in the order of 25 points per Km outside of the release area, at the discretion of the Championship Director.

Release areas are specified in the Annexes 1 and 2 to these LP.

This procedure must be carried-out according to Annex A, art. 5.4d.

5. Maximum altitude of climb after self-launch

Motor gliders, after self-launching, must stop their MoP not higher than 650 m (2100 ft) AGL.

6. Inflight procedures for motor gliders

Motor gliders requiring a second (or even third) launch must land before the new launch. The new launch has to be approved by the Organizer on the main frequency 126,700 MHz and it shall be conducted reflecting the sequence of landing times of other gliders in the same class.

7. Release Areas and Release Heights

Tows will be done to 600 m (2000 ft) AGL, to the area described at the daily briefing. Towplanes will monitor the main frequency (126,700 MHz).

8. Areas where continuous circling is prohibited or permitted in one direction only

There is no requirement to circle in a set direction other than normal rules of the air which require circling in the same direction as gliders already in the thermal.

9. Start Geometry to be used

Start Line – straight 10 km line (with start point in the middle), perpendicular to the first leg (line between the Start Point and the Turning Point or the Center of the First Assigned Area).

10. Radio procedures for announcing the start

10.1. Opening of the start line will be announced by radio on frequency 128,300 MHz.

The start for the ... class will be opened in 20 minutes at (time hh:mm)

Start time will be determined as soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time

The start for the ... class will be opened in 10 minutes

10 minutes before the opening of the start for the class

The start for the ... class will be opened in 5 minutes

5 minutes before the opening of the start for the class

The start for the ... class is now open

Just after the opening the start for the class

The start for the ... class is delayed for (number) minutes

As soon as possible but earlier than the 10-minute warning of the gate being opened.

The start for the ... class is cancelled

As soon as possible after the cancellation of the Day.

10.2. In case of any difficulties with the transmission of announcements (e.g. frequency jam) any particular announcement may be repeated and time remaining should be adjusted to reflect actual time.

11. Instructions pertaining to real outlandings

A competitor who has landed-out shall contact his/her team captain without delay, giving all information as specified on the outlanding form.

- The team captain shall hand over the completed outlanding form to the Organizers (Information office) without delay.
- Outlandings may also be reported via SMS messages in format specified before first contest day.
- Pilots and team captains will be given a link to Lowcrop online outlanding system, pilots or team captains may report outlanding using this system.

12. Provision of and requirements for aero tow retrieves

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Aero tows are permitted if the sailplane has landed on other airfields. All aero tow retrieves must be provided and arranged by the organizer.

Cost will be based on a published charge that depends on tow time. Tow pilots have the right to refuse a retrieve. A pilot who supplies incorrect information is responsible for any extra flying that becomes necessary. The pilot is responsible for arranging a wing runner if necessary.

13. Finish Option to be used

Finish Ring (3km radius from Finish Point).

14. Minimum altitude for the finish ring

Minimum altitude for crossing the finish ring is 450m AMSL.

Crossing the Finish Ring below this limit shall be penalized according to Annex A par. 8.7 List of Approved penalties, Incorrect Finish. During final approach and/or before crossing the Finish, pilots shall maintain a descending flight profile and cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures. Hazardous final approaches and maneuvers when approaching and after crossing the Finish shall be penalized.

15. Finish procedures

Competitor shall announce his arrival 10km before the center of the Finish Ring on main frequency 126,700 MHz. Pilots crossing Finish Ring shall execute landing procedure described at the briefing. An exception from the required procedures may be approved by the Flight Director.

In case of any significant changes that might affect the flight safety wind speed and direction will be announced by the Flight Director on main frequency 126,700 MHz as well as other safety critical information.

16. Landing procedures

The landing procedure will be announced during the briefing. The frequency 126,700 MHz is mandatory for the landing procedure.

Pilot who hasn't finished the task or for some other reason is planning to land, should join the pattern in downwind position and land on the active runway (announced on the briefing), unless the Flight Director orders a different procedure.

Before entering the traffic pattern the pilot should make the following announcements:

- Distance from the airfield
- Entry procedure for the traffic pattern (Example: "AL five kilometers inbound, joining left downwind runway 26 left).

The first of the landing gliders should extend their landing profile and keep close to the edge of the active runway and maintain the landing direction during roll out. The glider landing at the very edge of the runway has the right to change direction to vacate the runway. The direction can be changed only to the side and in the area of the runway, which was specified on the briefing. When feasible, pilots should remove the gliders from the runway as soon as possible to make space for the following traffic. Instructions for gliders landing on the runway from circuit will be specified at the briefing.

In case of group-landings the Organizer will support removing gliders from active runways.

In such case it's pilot's responsibility to cooperate with the driver (hook up the tow rope and walk the wing) and follow the instructions to vacate runway as soon as possible. The glider will be removed outside the landing area (not to the tie downs or other parking position).

17. Handling of flight documentation

During the training period each competitor shall submit at least one valid flight log of each FR to the scoring system (the proof of MoP detection must be done at least once for each FR to be used, according to Annex A).

All flight documentation, including FR logs, shall be submitted after landing at the airfield within 60 minutes. Back-up documentation shall be handed over in within 60 minutes after the pilot was notified. Non-compliance may be penalized according to Annex A

Competitors are expected to download their FRs themselves and deliver the IGC file online via EGC website.

A valid FR log must be submitted for each flight flown on each day flown, including official training days. Failure to submit a FR log may incur a penalty. If a flight log is not submitted for a flight, it will be presumed that the glider infringed legal airspace and the appropriate penalty will be applied.

H. SCORING

The Team Cup will be scored according the rules in the SC3a 8.5.

Handicap List will be used for the Club and 20 meter Multi-Seat Classes (Annex 4).

The scoring system for the championships will be 1000-Points Scoring System.

I. PROTESTS

Protest fee is set to 200 EUR

J. PRIZEGIVING

Team Captains must supply two national flags and digital recording of their National Anthem. Flags should be approximately 1m x 1,5m.

The required material has to be supplied upon registration.

K. ANNEXES

- Annex 1.: Contest area, TPS, release areas - see section DOCUMENTS on the website
- Annex 2. Self Briefing (Airfield, Grid, Take off, Arrival)
- Annex 3. Handicaps List