

# LOCAL PROCEDURES

version 1.1



## 35th FAI WORLD GLIDING CHAMPIONSHIPS

18M, 20M, OPEN CLASS

JULY 28<sup>TH</sup> TO AUGUST 12<sup>TH</sup> 2018

PRIBRAM, CZECH REPUBLIC 2018



## A. CHAMPIONSHIPS DETAILS

### Location of the Event

Airfield Pribram, Czech Republic

Name of the airfield

PRIBRAM

ICAO code of the airfield

[LKPM](#)

Airfield Coordinates

N 49° 43.20', E 14° 06.02'

Elevation of the airfield

466 m / 1529 ft

Google Maps

<https://goo.gl/maps/XKURFqDYvJ92>

Time zone:

UTC +2.0 (CEST)

Magnetic Variation:

2.0 E

### Event Schedule

|  |                           |             |
|--|---------------------------|-------------|
| Preliminary entries due                      | 31 January 2018           |             |
| Entries due, Entry fee payment deadline      | 31 March 2018             |             |
| Deadline for approval of new GNSS FR's       | 31 May 2018               |             |
| Unofficial training                          | 21-24 July 2018           |             |
| Official training                            | 25-27 July 2018           |             |
| Registration period                          | 21-27 July 2018           |             |
| Scrutineering (inspection & weighing) period | 21-27 July 2018           |             |
| Configuration change closes                  | 27 July 2018              | 17:00       |
| Mandatory Safety and Operation Briefing      | 27 July 2018              | 10:00       |
| Welcome party                                | 27 July 2018              | 20:00       |
| Airshow                                      | 28 July 2018              | 13:30-15:30 |
| Opening ceremony                             | 28 July 2018              | 15:30-17:00 |
| First official briefing                      | 29 July 2018              | 10:00       |
| Contest flying period                        | 29 July to 11 August 2018 |             |
| Farewell party                               | 11 August 2018*           |             |
| Prize giving and closing ceremony            | 12 August 2018            | 10:00       |

\*exact time will be specified

## Championship Organizers

- Aeroclub of the Czech Republic, z.s., Praha, Czech Republic
- WGC 2018 s.r.o., Praha, Czech Republic

## Address for Correspondence

[info@wgc2018.cz](mailto:info@wgc2018.cz)

## Competition Officials

|                                 |                               |
|---------------------------------|-------------------------------|
| Competition Director            | Tomas Rendla                  |
| Deputy Competition Director     | Ludek Kluger / Matej Rendla   |
| Task setter                     | Tomas Rendla                  |
| Chief scorer                    | Jiri Cihlar                   |
| Technical director/ Scrutiniser | Ludek Kluger                  |
| Meteorology                     | Jan Horak                     |
| Tracking                        | OGN                           |
| Administration                  | Klara Lieblova, Jana Rendlova |

## Stewards

|               |                      |
|---------------|----------------------|
| Chief steward | Robert Danewid (SWE) |
| Steward       | Enrique Lippi (ARG)  |

## Jury

|           |                     |
|-----------|---------------------|
| President | Rick Sheppe (USA)   |
| Member    | Jaroslav Vach (CZE) |
| Member    | Peter Ryder (GER)   |

## B. GENERAL COMPETITION RULES AND LOCAL PROCEDURES

### Documents applicable to these championships

- Sporting Code General Section 2017
- Sporting Code section 3
- Sporting Code Section 3 Annex A

All documents in the most recent version will be published on competition website.

### 1.3.1 Championship Classes

The competition will be held in following classes:

- 18 Metre Class
- 20 Metre Multi-seat Class
- Open Class

### 1.4.2 Additional safety rules

All necessary additional safety rules will be mentioned in Selfbriefing or 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 on competition website or on the task sheet if appropriate.

In case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the competition director directly or through other competitors, and carry out any action useful for the rescue. If the accident implies rescue action by one or more competitors, the competition director, once informed of the fact, will announce the cancellation of the task by radio.

Safety comments are welcome: Comments are welcome at any time from any contest participant – pilots, crews and others. They can be directed to the Safety Committee, Championships Director, or any competition official, and may be submitted by using Flytool-competition, the IGC digital safety box. This can also be done anonymous.

### 1.4.5.2 Control point file format

The official Control Point file [start, finish and turn points] will be published on [www.wgc2018.cz](http://www.wgc2018.cz) in SeeYou format (cup).

### 1.4.5.3 Use of Sporting Limits and Contest Area Altitude Limit

Sporting Limits and Contest Area Altitude Limit will **NOT** be used. The controlled airspace file will be published on [www.wgc2018.cz](http://www.wgc2018.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 out landing to disqualification.

## C. PILOTS

### 3.4.2 Entry Fee

Entry fee is EUR 800 per pilot/ crew (20m class).

Entry fee must be credited in full on organizers account. It means that all cost connected with wire transfer are on pilot/ crew side. Pilots are required to use **OUR** instruction in payment order. Payment identification code will be provided by email after filing out of official registration form.

### Launch Fee

Price for aero-tow to 600 meters (2000ft ) AGL is EUR 60

Fee for self-launching gliders is EUR 8 per launch

At Registration, payment of 10 launches will be required. Unused launches will be refunded in full. Additional launches will be added to pilot/ crew account.

Each competitor must satisfy the conditions of the Sporting Code, Annex A, Section 3.2 with no modifications.

### 3.4.3.b Total number of allowable entries

The total number of allowable entries shall not exceed 130 in total, with a maximum of 50 in each class.

If the total number of entries exceeds 130, or the class entry exceeds 50, the removal of pilots will be made according to the IGC Ranking list, valid at the closure date for Final Entries 31 March 2018.

According Annex A two pilots per nation will be accepted in 18m and OPEN Class and one crew per nation in 20m Class.

### 3.5 Registration

All pilots and team members are required to register using the on-line registration form prior to arrival and upload all required documents to designated on-line space for speed-up of registration process. If all required documents will be provided before registration than the pilot will sign pilot statement upon registration and obtain ID Card.

Each pilot must register his/ her crew members via on-line registration

#### 3.5.4.a Additional documentation required

The organizer will require the following additional documents:

For pilots and team members:

- Pilots and team members from countries that require visas to enter European Union must organize them by their own means in due time. An invitation letter will be provided upon pilot/ crew request.
- Documentary proof (in English for foreign pilots/ crew members) of personal medical insurance (see 3.6.2 )

For pilots

- Proof of nationality or certificate of residence (FAI General Section 3.7)
- FAI Sporting License valid for the year of the event to be registered on the FAI website
- Valid Pilot License or equivalent document
- Valid Medical Certification
- Valid Radio License
- A Therapeutic Use Exemption (TUE) if the pilot is taking any medicines that are on WADA's prohibited list (please send notification by email to organizers)

For a glider:

- Registration certificate of the glider
- Valid Certificate of Airworthiness or Permit to Fly valid for CZ, AT, DE, PL
- Flight manual and Log Book
- Valid weight and balance sheet of the glider
- Documentation of GNSS FR calibration for each FR used not older than 5 years by August 12 2018
- Third party insurance certificate (see 3.6.1)

### 3.5.4.b Documents required to be carried on board the glider

Pilots are responsible to carry the following documents on board of the glider:

- Certificate of registration
- Certificate of Airworthiness and Airworthiness Review Certificate or Experimental certificate or Permit to fly
- Radio Certificate if used in country of registration
- Third party insurance certificate
- The aircraft maintenance release
- Aircraft Logbook
- Flight Manual
- Current ICAO Map (valid from 29.3.2018)

## 3.6. Insurance

### 3.6.1 Glider Third Party Insurance

Third party insurance is required for each participating glider.

The required coverage must fulfill requirements of EU regulation No. 785/2004.

Documentary proof of insurance must be provided in English.

### 3.6.2 Personal Medical Insurance

Personal medical insurance is required for pilots and team members, covering accidents and sickness, including any hospital costs and repatriation back to the team member's country of residence. Pilots should ensure in particular that their insurance covers accidents and injuries sustained whilst gliding and in competition

## D. TECHNICAL REQUIREMENTS

### 4.1.1 c,d Mandatory additional equipment

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.

High visibility markings are recommended.

FLARM: The installation and use of a proximity warning device (FLARM) is **MANDATORY**.

- At technical inspection competitors will be required to demonstrate that the FLARM is operational. FLARM code will be recorded for tracking purposes.
- The FLARM must remain operational during all flights in order to improve safety
- Following FLARM settings is mandatory and **MUST NOT** be changed during flight  
**COMPETITION MODE OFF, PRIVACY OFF, REDUCE WARNING OFF,  
NO TRACKING OFF**

- The organization will use a variety of checking procedures to verify that FLARM transmission and reception is functioning. This may require pilots to submit a FLARM log file or validation from FLARM radar.
- A percentage of competitors (randomized daily) may be required to submit evidence on each day to show that their FLARM transmission and reception is functioning
- Non functioning FLARM may be penalized as a safety breach. First offence a warning, subsequent breaches (n-1) X 25 points.
- For tracking purposes every pilot **MUST** have registered the FLARM device with correct CN via OGN Network (<http://wiki.glidernet.org/ddb>)

According Annex A, Article 4.2.1 pilots MUST present at least two safety devices acc. Appendix 2 at technical inspection.

Oxygen: Not required

Radio transmitter: **8,33kHz channel spacing radio MUST be used only**

Each Team Captain/ Competitor is requested to have smartphone with data connection to be able receive official information from organizer using WhatsApp software ([www.whatsapp.com](http://www.whatsapp.com)).

### Emergency Locator Beacons

Pilots are recommended to carry an ELB, EPIRB, Spot or similar satellite location device.

### GSM Coverage

There is good phone coverage over the task area with 4G/LTE available.

### 4.1.2.b Instruments that must be removed from the glider

The following instruments shall not be carried on board:

- Bohli, Schanz, KT1 or other gimballed compass
- Turn indicator
- Artificial Horizon

Software artificial horizons integrated with FR (glide computers) must indicate in their IGC files that AH function is disabled.

Pilots must sign a declaration confirming that they will not use any other device or embedded function to assist with cloud flying.

Any further instruments not allowed may be specified at briefing.



## 4.2.2 Procedures for checking aircraft take-off mass

### Initial Weighing

The organizers will initially provide the following weighing operation during the scrutinizing. The results of this operation will be recorded and made available to the pilot concerned:

- Glider at maximum take-off weight with pilot and parachute, all batteries, tie-down equipment, additional clothing. Disposable ballast may be added or discharged in order to adjust the weight. Up to three liters of drinking water will not be included in this weighing.
- Reference main wheel weight in towing-out configuration with all removable equipment on board including parachutes, all batteries, tie-down equipment, additional clothing and oxygen bottles plus canopy cover, wing/fuselage/tail covers etc that would normally be on the glider when towing out. This configuration is required at weighing each day, no variation. Reference weight with and without covers will be registered.

The tail wheel weight will be recorded for future comparison; tow out equipment will be photographed and must not be changed. Up to three liters of drinking water will not be included in this weighing.

### Regular weighing

- On all competition days all gliders will be weighed in their towing-out configuration as described above with all removable equipment on board at the weighing point on their way to the grid. Pilots may be asked to demonstrate that all of these items are on board. The main wheel weight determined by the scrutineers will be used as the reference weight. Tail wheel weight may be checked. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point, and may do so without incurring a penalty.
- Up to 3 litres of drinking water, maps, task sheets and portable navigation equipment (eg Oudie) may be added to the glider on the launch grid. No other items may be added.
- Water ballast that has leaked out of the glider may only be replaced under the supervision of Steward.
- The organisers may require a glider to return to the weigh station if there are any concerns about the weight.
- A mass check will be required after re-lighting for another launch if water ballast is added. Re-ballasting the aircraft must be performed in the designated area. The competitor must be prepared for the time delay this check may cause.

## **E. GENERAL FLYING PROCEDURES**

### **5.2 Units of measurement**

Unless otherwise stated, the following units will be used:

Distances - will be expressed in kilometers (km)

Heights - will be expressed in Meters Above Ground Level (AGL), Altimeter setting for QFE

Altitudes - will be expressed in Meters Above Mean Sea Level (MSL), Altimeter setting for QNH

Flight Levels - will be expressed in Feet/100 (FL), Altimeter setting for 1013.25 hPa

Speed - will be expressed in kilometers per hour (km/h).

Vertical speed - will be expressed in meters per second (m/s)

Mass - will be expressed in kilograms (kg)

Tracks and radials - will be expressed in degrees from True north

### **5.3 External aid to competitors**

Seeking or receiving information from non-competing gliders by any means is prohibited. Pilots must ensure that non-competing gliders do not transmit information that may be of help to the competitors. Any breach of this protocol must be reported to organizers.

#### **5.3.1. Radio transmitters and receivers**

Transmissions may only be made on frequencies specified by the organizers.

#### **5.3.1 Radio frequencies to be used during the championships**

For the championships the following frequencies will be used:

PRIBRAM RADIO (FREQ 118.755 MHz - 8,33kHz spacing) – for all airport operations at the contest site including marshaling, launch, finish, landing, return to tie down

PRIBRAM COMPETITION (FREQ 128.525 MHz - 25kHz spacing) - for advising start gate opening, official announcements and for gaggle safety

## **F. COMPETITION PROCEDURES**

### **5.4d Control Procedures**

Rule 5.4d will be implemented for motor-gliders, regardless of the type of power plant. In particular, competitors with jet or electric engines must provide evidence of MoP detection to the satisfaction of the organisers for each Flight Recorder to be used for scoring.

Sealing of engine doors may be used as verification that the engine was not used. The pilot must

present at the weigh station and have the seal signed by an official. At the end of the flight the glider must be towed directly to designated location to have the seal checked.

If the seal is broken then the glider is assumed to have used the engine. Steward can check the engine run time recording to identify if the engine was used.

**Engine check procedure must be executed within Engine check zone (ring with 5,5 km/ 3NM radius from airfield centre).**

Penalties may be applied on the order of 25 points per Km outside of the Engine check/ Shut off zone, at the discretion of the Championship Director.

#### 7.1.e Discharging ballast

Competitors are allowed to discharge ballast after passing through weight control and before arriving on the launch grid on concrete runway. Discharging water on the grid is allowed.

#### 7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Map will be available in the Selfbriefing.

#### 7.3.2 Launch procedures for gliders and motor gliders

Launch pattern and release zones will be published in the Selfbriefing as an Annex to these local procedures.

All Motor gliders must follow a path that enables them to stop their engine at the specified height within the nominated release zone and inside Engine shut off zone. Penalties may be applied on the order of 25 points per Km outside of the Engine check/ Shut off zone, at the discretion of the Championship Director.

##### 7.3.2.a Maximum altitude of climb after self launch

Motor-glidern, after self-launching, must stop their MoP not higher than 1116m AMSL, in the release zone of appropriate class or immediately descend to this height within the release area.

##### 7.3.2.c Inflight procedures for motor gliders

Motor gliders that require a second (or even third) launch **must land** prior to taking the new launch. A new launch has to be approved by the organizers on the frequency 118.755 MHz.

### 7.3.3 Release zones and release heights

The release zones of each class will be announced at the daily briefing. The release height is 1066m AMSL (600m AGL).

### 7.3.3 Areas where continuous circling is prohibited or permitted in one direction only

Continuous circling is prohibited within zone specified in Selfbriefing below altitude 1200m/ 3940ft AMSL.

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

## 7.4 Starting

### 7.4.1 Definitions

Start Point - is the midpoint of the Start Line.

Designated Start - is the use of a set of possible start times, beginning with the original time of opening of the Start (see 7.4.5a), and including additional times at regular intervals thereafter.

Start Time - is either: the time the competitor crosses the Start Line, interpolated to the nearest second, or if the Designated Start option is in effect, the Designated Start time immediately before the time the competitor crosses the Start Line.

Explanation:

*A competitor's start time for scoring purposes will be the beginning of the 10-minute start interval in which he starts.*

*For example, pilot A starts at 12:41:02 and pilot B starts at 12:47:45. Both pilot A and Pilot B are scored as starting at 12:40:00.*

*Pilot C starts at 12:53:15 and is scored as starting at 12:50:00.*

*There will be a 30 second buffer immediately before the Start Interval boundary. A pilot starting in the 30 second buffer period will be scored as if he started at his actual start time.*

*For example, Pilot D starts at 12:39:29, Pilot E starts at 12:39:31 and Pilot F starts at 12:40:09. Pilot D is scored as starting at 12:30:00, Pilot E is scored as starting at 12:39:31 and Pilot F is scored as starting at 12:40:00.*

### 7.4.2 Start Options

Start option will be announced at briefing. If designated start is used then Start Interval times are published on the Task Sheet.

### 7.4.3 Start Geometry

The Start Option for the championships is a Start Line. A straight line, perpendicular to the track to the first Turn Point or to the center of the first area. Length of the line will be 10 km.

#### 7.4.5.a Radio procedures for announcing the start

For announcing the start on the competition frequency following phrases (repeated once) will be used:

- The start for the (xx) class will open at (time hh:mm), - Start time will be determined as soon as possible after the take-off of the last glider in the class, which was in its specified grid position on time
- The start for the (xx) class will be opened in 10 minutes, - 10 minutes before the opening of the start for the class
- The start for the (xx) class will be opened in 5 minutes, - 5 minutes before the opening of the start for the class
- The start for the (xx) class is open. It opened at hh:mm. - Just after the opening the start for the class
- The start for the (xx) class will open at hh:mm – If a delay is needed, this will be announced as soon as possible but earlier than the 10-minute warning of the gate being opened.
- The start for the (xx) class is cancelled - As soon as possible after the cancellation of the Day.

### 7.6.1.a Instructions for real out landings

A competitor who has landed out shall contact his/her team or crew without delay, giving them information as specified on the out-landing form.

- Pilots and Team Captains will be given a link to the Lowcrop outlanding system and pilots or Team Captains shall report outlanding using this program.
- If the Lowcrop outlanding does not function properly
  - The team captain shall hand the completed outlanding form to the Organizers (Information office) without delay.
  - The team captain may report via SMS messages in format specified before first contest day.
- Non-compliance may be penalized as per SC3a 8.7.

### 7.6.3 Provision of and requirements for aero tow retrieves

Aero tows from fields are permitted if the glider has landed on a suitable field.

All aero tow retrieves must be provided and arranged by the organizer.

### 7.7.2 Finish options to be used

The finish will be a Finish Ring of Radius 3 km or as specified at briefing.

#### 7.7.2.a Minimum altitude for the finish ring

The minimum height for crossing the finish ring is 600m AMSL or as specified at briefing.

#### 7.7.4.a Finishing procedures

Arrivals must be announced on the PRIBRAM RADIO frequency 118.755 MHz.

The following phrases shall be used at the place specified at briefing:

(Competition number), (distance to finish line in km), (direct landing/speed finish) - As soon as possible at the place specified at the briefing (normally the specified place will be 10 km from the finish ring or at the last control point of the task used for aligning the gliders in the same direction for the finish).

Preferred landing will be a "Direct landing" on the specified runway.

Gliders with more energy may elect to do a "Speed finish" followed by a circuit.

The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing. Completing a circuit which comes into conflict with the "Direct landing" traffic will be penalized as a safety breach.

The flight trace must not show excessive pull ups or dives from 10km to landing. Excessive

maneuvers will be penalized. Excessive maneuvers will be penalized as a safety violation at the discretion of the Championship Director, but pull-ups or dives less than 25m will not generally be considered excessive.

#### 7.7.4 c Closing the finish line

The finish line will be closed at the end of legal daylight or when all competitors are accounted for.

#### 7.8.1 Landing procedures

The landing frequency is the same as the finish frequency – **118.755 MHz**. Gliders landing straight in shall, during landing, proceed according to the instruction provided at briefing or received from finish officials on the airport frequency. The aim is that the all landing gliders must land as long as possible to allow other gliders to land safely behind and to use as much runway as possible. Any sudden change in direction of flight or ground roll during landing procedure is strictly prohibited. Gliders landing on concrete runway can turn to the south with caution. Violations will be penalized. Gliders landing following a circuit must safely join final leg between other gliders making straight in approach.

#### 7.9 Handling of flight document

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 45 minutes. Back-up documentation shall be handed in within 60 minutes after the pilot was notified. Non-compliance may be penalized according to Annex A

Competitors are expected to download their FR's themselves and deliver the IGC file in secure mode via online check-in or email.

A valid FR log must be submitted for each flight flown on each day flown, including all 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.

## G. SCORING

The scoring system for the championships will be:

- 1000-Points Scoring System.
- SeeYou will be the official scoring software.

#### [8.2.4 Handicap list](#)

Handicaps will not be applied for any class.

## **H. COMPLAINTS AND PROTESTS**

#### [9.2.3 The value of the protest fee](#)

The value of the protest fee is EUR100.

## **I. PRIZE GIVING**

#### [10.2.1 Requirements for flags, anthem disc or tapes](#)

Every team shall send a copy of their national anthem as audio file by email to the organizers before competition.

**- END -**