

LOCAL PROCEDURES

FOR THE 1th FAI WORLD 13,5m. CLASS GLIDING CHAMPIONSHIPS Pociunai, Lithuania 2015

A. Championships Details

Name of the event: 1th FAI World 13,5m. Class Gliding Championship,
Pociunai, Lithuania 2015

Location of the Event:

Airfield POCIUNAI – Kaunas
54° 39,40' N and 024° 02,00' E, WGS 84
Elevation MSL 65m.

Time Schedule:

Reserve pilots may be accepted	23 July 2015	
Deadline for approval of new GNSS FRs	15 July 2015	
Unofficial training	24 to 28 July 2015	
Registration (11 a.m. to 8 p.m. daily)	26 to 30 July 2015	
Technical inspection period:	28 to 30 July	
First official team captains briefing	29 July 2015	19:00hrs
Official training	29 to 31 July 2015	
Configuration change closes	30 July 2015	20:00 hrs
Registration closed	31 July 2015	21:00 hrs
Opening Ceremony	1 August 2015	17:00 hrs
First competition briefing	2 August 2015	10:00 hrs
Contest flying	2 to 15 August 2015	
Farewell party	15 August 2015	21:00 hrs
Reserve day for flying	16 August 2015	
Closing Ceremony and Prize giving	16 August 2015	11:00 hrs
Departure day	16 August 2015	

Competition Officials:

Championships director
Deputy directors

Vytautas Sabeckis
Algimantas Jonusas

Administration
Operation
Sporting director and task setter
Chief scorer
Technical / Scrutinizer
Meteorology
Secretaries
Webmaster, tracking
Technical officer

Igoris Bykovas,
Rolandas Kalinauskas
Algimantas Jonusas
Ricardas Rusteika
Vaidas Venskus, Audrius Supinys
Natalija Anochina
Paulina Dvilinskaitė
Simas Kuprys, Martynas Bykovas
Vytautas Birbalas

International Jury

President
Members

Rick Sheppe USA
Janusz Szczupak, POL
Petras Beta LT

Stewards

Chief steward
Steward

Roland Stuck, FRA
Rami Houviala, FIN

Addresses for Correspondence and Entries

For all official matters as entries etc.:

Lithuanian Aero Club
Gliding Federation
Kastonu 4 - 7, LT-2004
Vilnius
LITHUANIA
Tel: + 370 52 123920
Fax: +370 52122972
E- mail: kaask@pociunai.lt,
Web site: www.pociunai.lt

For all local matters and during the championship

Kaunas aviation gliding club
Pociunai
LT-59327, Prienai
LITHUANIA
Tel: +370 685 36251
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B. General Competition Rules and Local Procedures

1.3.1 Championship Classes (1.3.1)

The 1th FAI World 13,5m. gliding Championships will be held in following classes described in the main body of Section 3 of the Sporting Code, Chapter 6.

- 13,5m. class – 6.5.6

1.4.2 Additional safety rules (1.4.2)

All necessarily additional safety rules for each championship day will be announced at the briefing for the day. Such safety rules considered to be part of the Local Procedures and will be provided in written form to Team Captains and 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.

1.4.3 National requirements concerning doping test

The tests for doping will be conducted in accordance with FAI Rules and can be performed during the competition period.

1.4.5.2 Control points

Control Point files will be published at sites www.spr.aero and www.pociunai.lt in SeeYou (cup) and Win Pilot (dat) formats.

C. National teams

3.4.2 Entry Fee

The entry fee is 775 EUR (for overseas pilots 275 EUR) per participating glider and covers all operational costs during the Championships. The Entry Fee does not cover Aero Tows, landing fee, accommodation and meals.

The entry fee must be paid in full by bank transfer to:

Beneficiary's Bank	AB bankas "Swedbank", Konstitucijos pr. 20A, 03502 Vilnius
BIC (SWIFT):	HABA LT 22
Beneficiary's Account (IBAN)	LT827300010002566073
Beneficiary	Lithuanian Gliding Federation, Veiveriu 132, Kaunas, Lithuania

By March 31 2015 at the latest.

Aero-tow (up to 600 meters AGL) fee: 55 EUR

Fee for self launching gliders is: 10 EUR per launching

The organiser will sell the Aero Tow Tickets at the contest site. At the check in payment of 10 euros is required. Unused Aero Tow Tickets will be refunded in full. All payment, for all camping and accommodation fees (if applicable), have to be done by Friday, July 31, 2015, 6 PM at the latest or before the start of the first training flight.

3.4.3.a Number of allowable entries per NAC

1. Each NAC may enter up to 4 pilots and 1 substitute pilot.
2. Substitute pilot can replace a nominated pilot in case of a withdrawal provided that the final entry form has been submitted by March 31, 2015 and the entrance fees for the officially entered pilots have been received.

3.4.3.f Total number of allowable entries

The total number of allowable entries shall not exceed 140 in total. If entries will exceed the total number 140, the allocation of starting rights for the 4th pilot per NAC will be made according to the Country Ranking of the IGC Ranking list, valid at the closure date for Final Entries 31 March 2015.

A NAC that has not entered 4 pilots in each class will not lose a starting right until all Teams that have entered 4 pilots have lost a starting right.

3.5 Registration

3.5.4.a Additional documentation required

The organiser will require following additional documents:

For Captains, pilots and team members:

- Countries that require visas to enter Lithuania must organise them by their own means in due time. If invitations are needed, organizers will provide such documents.
- Documentary proof (in English) of personal medical insurance (see 3.6.2)

For pilots

- Proof of nationality or certificate of residence (FAI General Section 3.7);
- FAI Sporting Licence valid for the year of the event.
- Valid Pilot License or equivalent document.
- A Therapeutic Use Exemption (TUE) if the pilot is taking any medicines that are on WADA's prohibited list.

For a sailplane:

- Documentation of GNSS FR calibration not older than 5 years.
- Third party insurance certificate (see 3.6.2)

Each competing sailplane must have been issued a valid Certificate of Airworthiness or

Permit to Fly not excluding competitions OR a valid registration in the UL, ULM, or Light Sport Category that lists the maximum gross weight OR a valid registration in the UL, ULM or Light Sport Category and an approved weight-and-balance certificate that shows the factory-supplied maximum gross weight.”

3.5.4.b Documents required to be carried on board the sailplane

The organiser will require following documents to be carried on board the sailplane:

- Certificate of Airworthiness.
- Certificate of Registration.
- Flight manual.
- Proof of third party insurance coverage.
- Pilot licence or equivalent document.

3.6. Insurance

3.6.2 Personal Medical Insurance

Personal medical insurance is required for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member’s country of residence.

3.6.1 Third Party Insurance coverage

Third party insurance is required for each participating sailplane.

The required coverage must comply with EU Regulation 785/2004 which states the following limits:

- MTOM <500 kg 750000 SDR limit.
- Documentary proof of insurance shall be made in English.

D. TECHNICAL REQUIREMENTS

4.1.1 note Mandatory additional equipment

Acoustic vario, PC connection cables for own GNSS Flight Recorders and for Team captain serviceable cellular telephone (GSM 900/1800 standard) with Lithuanian SIM card are mandatory.

All instruments, PDA, GPS navigators etc. must be firmly mounted on the instrument panel or the canopy in such way that the pilot’s vision is not affected.

The installation and use of a proximity warning device (FLARM) is mandatory.

4.1.1 b Parachute requirement

The pilot must wear a serviceable parachute on each competition flight unless the glider is equipped with an approved airframe recovery parachute system.

4.1.2.b Instruments that must be removed from the sailplane

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 (fly computers) must indicate in their IGC files that AH function is disabled.

Further instruments not allowed – if any – may be specified at briefing.

4.1.2 note High visibility marking requirements

No requirements.

4.1.2 note Carriage of GNSS data transmitters for public displays

The organizers will require the competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and actual position of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay should be reduced to zero prior the finish. Sailplanes, which will carry GNSS data transmitters, will be selected randomly each day.

Carriage of Adhesives

The organisers may require one or more adhesives of the WGC 2015 sponsor/s to be attached on each glider. These adhesives must be carried until end of the contest.

4.2.2 note Procedures for checking aircraft take-off mass

Wing Loading

The maximum wing loading will be limited to 35 kg/m^2 . The wing loading shall be calculated by dividing the take off mass of the glider by the sum of the wing areas. The area of each wing shall be taken as the plan form area of the wing outside the fuselage, including control surfaces in the neutral or retracted position, plus the area of the extension of the inner major trapezoid to the longitudinal axis.

The geometry of wing root fillets and other treatments of the wing-fuselage junction are not included in the determination of wing area.

At scrutinizing, the pilot must present satisfactory documentation of the wing area of the glider to be used. Normally, this will come from the manufacturer.

Procedures for checking aircraft mass

A check of the glider mass is intended to verify that the take-off mass will not exceed the MTOM corresponding to a wing loading of 35 kg/m^2 or the maximum certified mass of the sailplane if less than this value.

Initial Weighing

The organizer 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:

- a) Glider at max take-off weight with pilot and parachute, loose items such as thermos, drinks, tie-down equipment, additional clothing. Disposable ballast may be added or discharged in order to adjust the weight.
- b) Reference main wheel weight in towing out configuration and all removable equipment on board.

Regular weighing

- a) On all competition days all gliders will be weighed in their towing out configuration with all removable equipment on board at the weighing point on their way to the grid. The main wheel weight determined by the scrutineers will be used as the reference weight. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.
- b) A mass check will be required after re-lighting (re-launch) for another launch if water ballast is added. Re-ballasting the aircraft must be performed at the parking 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 kilometres (km)
- **Heights** will be expressed in metres Above Ground Level (AGL), Altimeter setting for QFE
- **Altitudes** will be expressed in metres Above Mean Sea Level (MSL), Altimeter setting for QNH
- **Flight Levels** will be expressed in meters Standard (STD). Altimeter setting for 1013.25 hPa
- **Speed** will be expressed in kilometres per hour (km/h),
- **Vertical speed** will be expressed in metres per second (m/s)
- **Mass** will be expressed in kilograms (kg)
- **Tracks and radials** will be expressed in degrees from north (True north)

5.3.1.a Radio communication required for contact with Air Traffic Services

Each sailplane must be equipped with radio, capable to communicate at aviation frequencies with 25 kHz spacing.

. Communication through the radio is allowed only with organizers and team members. Communication with Air Traffic Services is allowed only for safety reasons.

5.3.1.b Data transmission requirements

Transmission may only be made on frequencies specified by the Organisers.

5.3.1.c Radio frequencies to be used during the championships

For the championships the following frequencies will be used:

Call sign POCIUNAI INFO (FREQ 122.500 MHz) - for all airport operations at the contest site;

Call sign POCIUNAI COMPETITION (FREQ will be announced before the training period) - for all competition purposes;

TEAM FREQUENCIES (The list of FREQ will be announced before the training period) - assigned team frequencies for all team communication related to the contest.

Frequencies allocated for flight safety

Frequency 122.500 MHz (Call sign POCIUNAI INFO) will be used for flight safety purposes.

All competitors should have frequency 122,500 MHz selected from:

- The beginning of take off, and
- During the launch until they have left the launching zone, and
- On the final glide from at least 10 km away from the finish line, and
- During landing – from the moment they join the circuit until they have left the runway.
- The team frequencies will be published later.

F. TASKS

6.1 Types of tasks that will be set

The following tasks will be set during the championships:

- **Racing Task (6.2.1)**
- **Speed Task - Assigned Areas (6.2.2)**

G. COMPETITION PROCEDURES

7.1 The Launch Grid

The grid order will be allocated rows

7.1.e Requirements for discharging water ballast on the grid

The water ballast is allowed to be discharged on the grid with permission of the competition management or one of the stewards at any time.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Maps with the data will be provided to teams on arrival as **Appendix A** of this document.

7.3.2 Launch procedures for gliders and motor gliders

Launch procedures for gliders and motor gliders are in Appendix B.

The requirements of Annex A para. 5.4d will be implemented for motorgliders, regardless of the type of power plant. Jets and electrics especially must provide evidence of MoP detection to the satisfaction of the Organizers.

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

Not applicable.

7.4.2 Types and definitions of starts that will be used

The Start Options for the championships are:

- **Start Line.** A straight line, perpendicular to the track to the first Turn Point or to the centre of the first area. Length of the line will be 10 km.

7.4.3.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 (XX) CLASS WILL BE OPENED IN 20 Minutes AT (time hh:mm),** - 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 (XX) CLASS WILL BE OPENED IN 5 MINUTES,** - 5 minutes before the opening the start for the class
- **THE START FOR (XX) CLASS IS OPENED NOW,** - Just after the opening the start for the class
- **THE START FOR (XX) CLASS IS DELAYED FOR (number) MINUTES** – As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time, if the start time will be delayed
- **THE START FOR (XX) CLASS IS CANCELLED** - As soon as possible after the cancellation of the Day.

7.4.3.b Altitude procedures for the start

The maximum start altitude, if imposed, will be announced at briefing and specified on the task sheet.

7.4.5 Requirement for Event Marker

The organizer does not require the use of Event Marker during the championships.

7.6.1.a Instructions for real out landings

A competitor who has landed out shall contact his/her team captain by telephone without delay giving them information as specified on the outlanding form. The team captain shall hand the completed outlanding form to the Organizers (Information office) without delay. Non-compliance may be penalised. Outlandings can also be reported via SMS messages in format specified before first contest day.

7.6.3 Provision of and requirements for, aero tow retrieves

Aero tows from the fields are permitted if sailplane has landed on a suitable field. All aero tows of the competing gliders shall be provided only by the organizer.

7.7.1 Types and definitions of finishes that will be used

The finish options for the championships are:

- Finish Line. Length of the finish lines is 1200m
- Finish Ring Radius of the ring is 5 km.

7.7.1.a Minimum height and maximum altitude for the finish line

Minimum height for crossing the finish line, except of straight in landing, is 50m AGL.

Minimum height for crossing the finish ring is 100 m AGL

Maximum altitude for finish line or finish ring is 500m QNH.

7.7.3.a Finishing procedures

Announcing of the arrivals will be done on the airport frequency 122.500 MHz. For announcing the arrivals the following phrases shall be used at the place specified at briefing:

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

The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing.

See Appendix B

7.8.1 Landing procedures

The landing frequency is the same as the finish frequency - 122.500 MHz (call sign POCIUNAI INFO). Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials on the airport frequency. The aim is that the first finishing sailplanes shall normally continue as long as possible landing to allow other sailplanes to land safely behind and to use as much runway as possible. Any sudden change in direction of flight or rolling during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for sailplanes landing from the runway circuit will be specified at the briefing.

See Appendix B

7.9 Handling of flight document

All flight documentation, including GNSS records, list of reached Turn Points, and out landing certificates shall be handled in after landing within 45 minutes. Back up documentation shall be handled in within 60 minutes after the pilot was notified.. Non-compliance may be penalized.

Competitors are expected to download their FRs themselves and delivered the IGC file in secure mode as follows:

- via online check –in (address will be announced later)
- via email (address will be announced later)
- on a storage medium such as Compact Flash, SD, MMC, Memory stick, CD, USB storage.

Downloading facilities will also be provided at Internet Room.

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

The flight logs, covering all flights made during the day, shall be kept in the FR until the flights have been evaluated by the Organizers.

H SCORING

8.1 Type of scoring system

Scoring system for the championships will be:

- 1000-Points Scoring System.
- SeeYou ver. 3.2 (or higher) will be the official scoring software.

8.1.1 Scoring of Team Cup

The Team Cup will be establish by Minister of transport and communication of the Republic of Lithuania.

Team Cup will be scored according the rules, mentioned in the FAI S.C. section 3 Annex A – 8.5.

Competitors

Every competitor entered in the 1th FAI World 13,5m. gliding Championship 2015 in Pociunai is a competitor in the Team Cup 2015, except the competitors entered in a class that does not have at least ten participants from at least 5 NACs on the first Championship day, shall not be eligible.

The team must consist at least from 2 pilots.

8.2.4 List of Handicaps

Handicaps will not be used.

I PROTESTS

9.2.3 The value of the protest fee

The value of the protest fee is 250 EUR.

J PRIZE GIVING

10.2.1 Requirements for flags, anthem disc or tapes

Every team shall bring the same number of flags for the closing ceremony as the number of team's pilots in the (Open, 18m, 15m) class. Every team shall bring one copy of their national anthem on CD disc or audio file. The required material has to be supplied upon registration.

- END -