

# LOCAL PROCEDURES

## FOR



*Edition: V7 - 20 June 2007*

**Regis KUNTZ**  
Competition Director

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## **A CHAMPIONSHIPS DETAILS**

<b><u>Name of the Event</u></b>	15m class, 18m class, Open class FAI - European Gliding Championships Issoudun, France
<b><u>Location of the Competition</u></b>	Airfield of ISSOUDUN LE FAY (LFEK) 46°53'310 N – 002°02'480 E ; Elevation : 162m / 531ft (19hPa)

### **Time Schedule**

Preliminary entries due		31	January 2007
Final entries due		31	March 2007
Deadline for approval of new GNSS FRs		31	March 2007
Reserve pilots may be accepted		30	April 2007
Configuration change closed	19 h	4	August 2007
Unofficial training		Before 2	August 2007
Registration Period	10 h – 18 h	2 - 4	August 2007
Official training		2 – 4	August 2007
First official Team Captain briefing	19 h	4	August 2007
Opening Ceremony	17 h	5	August 2007
Contest flying		6 - 18	August 2007
Farewell Party	20 h	18	August 2007
Closing Ceremony and Prize giving	10 h 30	19	August 2007

### **Competition Officials**

President of the Organization Committee	Jean-François JACQUES
Director of the Championships	Regis KUNTZ
Deputy Director - Operations	Pascal LEFEVRE
Task Setter	Pascal LEFEVRE
Competition Office	Didier CAMPION
Logistic	Charles KOFYAN
Flight Safety Officer	Jean-Philippe ROGIER
Chief Scorer	Yves BABAULT
Technical Officer	Jean-Denis VIRIOT
Tug Master	Guy PLOUCHARD
Meteorology	Rémy FRUCHARD / Ludwin DEROEST
Press Officer	Serge LHERBIERE
Webmaster	Guillaume PORNIN

### **International Jury**

President	Göran AX
Members	Alfred GAI Peter ERIKSEN

### **Stewards**

Chief Steward	Patrick PAUWELS
Steward	Angela SHEARD

### Adresses for Correspondence and Entries

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Club website:	http://aciss.free.fr	

Aéro-Club d'Issoudun Aérodrome 36100 SAINT-AUBIN France
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## **B**     GENERAL

### **1.3.1**    **Championship Classes**

These FAI European Gliding Championships 2007 will be held in following classes as described in the main body of Section 3 of the Sporting Code, Chapter 7:

- 15m Class
- 18m Class
- Open Class

### **1.4.1**    **Additional safety rules**

All necessarily additional safety rules for each championship day will be announced at the briefing for the day.

### **1.4.3**    **National requirements concerning doping test**

Doping testing may be performed any time during the competition in accordance with the FAI Anti Doping Rules and National requirements.

## **C**     NATIONAL TEAMS

### **3.4.2**    **Entry fee**

The entry fee for each competing glider is **600 €**. This covers all operational costs during the Championships except aero tows.

The full payment (net sum of € 600) shall be received on the bank account below by 31 March 2007. The competitor must cover all bank fees. Please ensure that bank transfer documentation includes identification of the entrants for. The organiser don't take cheques.

Owner of the account:	Aéro Club d'Issoudun
Bank:	CREDIT AGRICOLE – 36100 Issoudun - France
Account number:	33050351434
IBAN:	FR76 1950 6400 0033 0503 5143 461
Bank Code:	19506
Swift Code:	A G R I F R P P 8 9 5

by 31 March 2007 at the latest.

Aero-tow fee is **37 €** (500m QFE). The organiser will require paying for 10 aero-tows in advance to staff at the contest site. This payment, together with all camping and accommodation fees (if applicable), have to be done at the latest before the start of first training flight. Aero-tow fees if unused will be refunded in full.

### **3.4.3.a**    **Number of allowable entries per NAC**

1. Each NAC may enter up to 2 pilots and 1 substitute/reserve pilot in each class. Reserve pilot will only replace a nominated pilot in the event of a withdrawal.

2. The present European Champions are automatically qualified and will be admitted in addition to the above quota. (They must, however, be entered by their NAC).

#### 3.4.3.c Total number of allowable entries

The total number of allowable entries shall not exceed 110 in total and the maximum number of gliders in any class is 50.

#### 3.5.4.a Additional documentation required

The organisers will require following additional documents:

For all team members (Captains, Pilots and Crews):

- Countries that require visas to enter France must organise them by their own means in due time. If invitation is needed, such document will be available on the competition website.

For Pilots :

- Pilots who fly in their countries with a non ICAO gliding licence must be given approval by the French Authorities to fly solo in France. All relevant information and items to be collected are mentioned in a specific form that will be available for download on the competition website.

For the sailplane:

- Registration certificate of the glider
- Flight manual
- Valid weight and balance sheet of the glider (*to be sent with the official entry form*)
- Documentation of GNSS FR calibration issued after 18. August 2005.

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

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

- Proof of nationality or certificate of residence (FAI General Section 3.7) ;
- Valid Pilot License or equivalent document ;
- Certificate of Airworthiness ;
- Certificate of Registration ;
- Aircraft radio licence ;
- Flight manual ;
- Proof of third party insurance coverage ;

#### 3.6.1 Third Party insurance coverage

The glider shall be covered by third party insurance - not excluding competitions – in conformance with **EU Regulation 785/2004** which states that the coverage should be expressed in SDR (Special Drawing Rights) with the following limits applying:

- |                           |               |                |
|---------------------------|---------------|----------------|
| - Certified MTOM < 500 kg | Minimum Limit | SDRs 750 000   |
| - Certified MTOM < 1000kg | Minimum Limit | SDRs 1 500 000 |

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

Documentary proof of all insurances shall be made available to the organisers in French or English at check in, in the form of original documents or copies.

Required insurance will be available for purchase at the contest site.

## **D TECHNICAL REQUIREMENTS**

### **4.1 Sailplanes and equipment**

For safety reasons:

a) GNSS FRs and other electronic equipment **must** be attached to the sailplane. Moving map navigation aid not mounted in the instrument panel shall be attached to the canopy, the frame of the canopy or to the top of the instrument panel / instrument panel cover and in such a way **that visibility is not reduced**.

b) Knee mounted PDAs are strictly prohibited.

#### **4.1.1 Mandatory additional equipment**

- Acoustic vario. ;

- Own PC and connection cables for own GNSS Flight Recorders (the organiser will not download the IGC files from FRs – one or two PC will be available on the site);
- Tow rope (minimum length: 50 meters - optimum length: 60 meters) with TOST rings at each end.
- Cellular telephone with french SimCard (GSM 900/1800 standard) for team Captains.
- The organisers strongly recommend all gliders to be equipped with a “proximity warning device” (FLARM or any other equivalent and compatible system).

The following instruments must not be carried on board:

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

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

#### **4.1.2.c High visibility marking requirements**

The organisers will require, if possible, the competing sailplanes to be marked with high visibility markings to improve in-flight observance. Those Markings (painted or adhesive band on the wings, the nose and the tail rudder) will be light red or orange fluorescent.

#### **4.1.2.b Carriage of GNSS data transmitters for public displays**

The organisers may 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.

The pilots are not authorized to turn-off the tracking units in flight. Such unsporting behaviour, if proved, will be penalized according to Annex A 8.9 LIST OF APPROVE PENALTIES.

#### **4.2.2.a Procedures for checking aircraft mass**

<b>NO OVERWEIGHT SITUATION OF PILOTS WILL BE ALLOWED</b>
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##### **Initial Weighing**

During the official practice period, scales and officials will be available every day at the « acceptance and configuration check » point.

When Check-in on arrival, each (pilot / team) will be assigned a “planned slot” in order to make the sailplanes available for a configuration acceptance check. This configuration check includes measuring following weights:

1. Glider without pilot and parachute but including loose items such as batteries, thermos, drinks, tie-down equipment, additional clothing, etc. (with the exception of GNSS FRs) and with maximum ballast permitted.
2. Pilot
3. Parachute
4. Reference weight in tow out configuration

The results of these operations will be recorded and made available to the pilot concerned.

##### **Take-Off Maximum Mass**

15m class: 525 kg

18m class: 600 kg

Open class: 850 kg.

*The certificated maximum mass may not be exceeded under any circumstances.*

##### **Regular Weighing**

On all championship days, each glider will be weighed in its „tow out” configuration with all removable equipment (with the exception of GNSS FRs) onboard at the weighing point on their way to the grid. The main wheel weight determined by the scrutinizers will be used as the reference weight.

The measured weight shall not exceed more than 2% from the reference weight measured during the acceptance check. Deviation will be penalized according to SC3A - §8.9. Penalties.

Any glider may be called for mass check at any time during the Championship.

**4.2.2.b Procedures for checking geometry**

15m and 18m class: Geometry Checks will be made during initial weighing.

**E GENERAL FLYING PROCEDURES**

**5.2 Units of measurement**

Unless stated otherwise, distances will be expressed in kilometers (km), heights in meters (m) Above Ground Level (AGL), altitudes in meters (m) Above Mean Sea Level (AMSL), speed in kilometers per hour (km/h), with the exception of wind velocity which is expressed in knots (Kts), vertical speed in meters per second (m/s), mass in kilograms (kg) and headings or radials in degrees true.

**5.3.1.b Data transmission requirements**

A portable telephone may be carried on board.

**5.3.1.c Radio frequencies to be used during the competition**

The championships frequency will be 123.375 Mhz

Team frequencies (the list of frequencies will be announced before the training period): assigned team frequencies for all team communication related to the contest.

**5.3.1.d Frequencies allocated for flight safety**

**Competition site Operations** : Frequency 123.375 Mhz (Call sign ISSOUDUN INFO) will be used for flight safety purposes.

All competitors should have frequency 123.375 Mhz selected from:

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

**Outlanding** : After field outlanding (or before if there is a glider in the chosen field), it is recommended to listen out on the competition frequency 123.375 MHZ.(alternate 122,500 Mhz, common FFVV frequency)

**F TASKS**

**6.1 Types of tasks that will be set**

The following tasks will be set during the championships:

- Racing Task
- Speed Task - Assigned Areas

**G COMPETITION PROCEDURES**

**7.1.d Requirements for discharging water ballast on the grid**

Water ballast may be discharged on the grid, under the supervision of a steward.

**7.2.2 Contest Site boundaries**

The contest site boundaries are the airfield boundaries. The relevant document will be available on competition website and will be provided to teams on arrival. (**Appendix A**).

**7.3.2 Launch procedures for motor gliders**

Motor gliders may self launch or launch by aero tow.

After releasing, motor gliders launched by aerotow should carry out an engine function test, immediately after release (engine start within maximum two minutes after release) for a maximum of two minutes; so as to test the engine-on time registration on the FR. After this test, using the MoP to regain height before the start is not allowed.

For motor gliders taking off autonomously, the engine must be switched off in the release zone, at or below the release height fixed at briefing. After switched off, using the MoP to regain height before the start is not allowed.

#### **7.3.3.b Areas where only left hand thermalling is permitted**

Within 15 km radius of Issoudun airfield and all start points, thermalling is permitted in left hand direction only.

#### **7.4.2 Types and definitions of starts that will be used**

The Start Options for the championships are:

##### **Start Line :**

- (i) A straight line, as defined in rule 7.4.2.b.(i), or
- (ii) An arc, as defined in rule 7.4.2.b.(ii).

#### **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 (15m/18m/Open) CLASS WILL BE OPENED IN 20 MINUTES** – 20 mn after the take-off of the last sailplane in the class, which was in its specified grid position on time
- **THE START FOR (15m/18m/Open) CLASS WILL BE OPENED IN 10 MINUTES** - 10 minutes before the opening of the start for the class
- **THE START FOR (15m/18m/Open) CLASS WILL BE OPENED IN 5 MINUTES** - 5 minutes before the opening of the start for the class
- **THE START FOR (15m/18m/Open) CLASS IS OPENED NOW** - Just after the opening of the start for the class
- **THE START FOR (15m/18m/Open) 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 (15m/18m/Open) CLASS IS CANCELLED** - As soon as possible after the cancellation of the Day.

#### **7.4.5 Requirement for Event Marker**

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

#### **7.4.7 Communication of Start Times**

The pilot shall communicate the start time to the Team Captain who shall report to the organisers within 30 minutes.

#### **7.6.1 Contest area boundaries**

Coordinates of the contest area boundaries will be available on competition website and will be provided to teams on arrival (**Appendix B**)

#### **7.6.2.a Instructions for real outlandings**

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 Organisers (Information office) without delay and before the retrieve crew departs the Championships site. Non-compliance may be penalized.

Outlandings can also be reported via SMS messages in format specified before first contest day.

If a number of gliders have landed out within the boundaries of the same field, airstrip or airfield, they shall all be scored as having landed at the same position as that which yields the average distance for all the aircraft in the group.

#### **7.6.4 Provision of and requirements for, aero tow retrieves**

Aero tows from the fields are not permitted.

Aero tow retrieves will be permitted provided the glider has landed on an airfield (as listed on the Airfield List that will be provided to teams on arrival) that is safe to tow out of and that allows the tug and the glider to be back at the contest site within the limits of legal daylight.

All aero tows of the competing gliders shall be provided only by the organizer, except in situations when the organizer delegates this activity to another aero tow operator. In case the aero tow retrieve is to be used, suitable points in the outlanding report have to be filled in before handing in to the outlanding office.

#### **7.7.1 Types and definitions of finishes that will be used**

The finish option for the championships is (See Appendix C):

- Finish Line

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

Minimum height for crossing the finish line, when speed finish, is 20m AGL. The aircraft energy and the traffic at hand shall be deciding factors to perform or not a normal landing pattern.

Maximum altitude for passing the finish line: 1000m.

##### **7.7.3.a Finishing procedures**

Announcing of the arrivals will be done on the airfield frequency 123.375 Mhz. For announcing the arrivals the following phrase shall be use at 10 km:

- **Issoudun, (Contest number), 10 km, (straight in landing/speed finish)**

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

#### **7.8.1 Landing procedures**

<b>LONG STRAIGHT-IN LANDING IS THE NORMAL PROCEDURE</b>
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The landing frequency is the same as the finish frequency - 123.375 Mhz (call sign ISSOUDUN INFO).

Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials on the airfield 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. Gliders may vacate the runway after landing on request from Finish line official.. Landing instructions for sailplanes landing from the runway circuit will be specified at the briefing (Appendix C).

#### **7.9 Handling of flight document**

GNSS FR records in IGC format from the Primary GNSS FR shall be delivered on USB memory stick, floppy disk, CD-Rom, Compact Flash, MMC or SD cards to the Organisers (INFO DESK) within 60 minutes after landing.

GNSS FR records from the Secondary GNSS FR shall be delivered within 60 minutes after a request is made by the Organisers.

The Organisers will make available a number of PCs for downloading records from the GNSS FR to USB memory stick and will as far as possible assist the pilots. Software for downloading and conversion to IGC format are installed on the PCs. The Pilots must bring their own data cables, power supplies and USB memory stick. Proprietary files formats (e.g. ZAN or CAI formats) will not be accepted and must be converted by the pilots to IGC format (electronic security of the file must be retained).

If the competitor performs an outlanding, GNSS FR records shall be delivered without unnecessary delay when returning to the competition site. The deadline for GNSS FR records delivery is fixed at 9 h 00 a.m. the following day. Non compliance will be penalized.

The pilot is responsible for keeping the master GNSS FR record in the GNSS FR(s) for all flights for each day until unofficial results are published, or at the latest until the end of the briefing the following day.

## **H**     **SCORING**

SeeYou software (version 3.5 or later) will be used as verifying and scoring tool.

### **8.1**     **Type of scoring system**

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

#### **8.1.1**   **Scoring of Team Cup**

Team Cup will be scored according following rules.

##### **8.1.1.a**   **Competitors**

Every competitor entered in the European Gliding Championships 2007 in Issoudun is a competitor in the European Team Cup 2007, except that 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.

##### **8.1.1.b**   **Scoring:**

- The maximum available points PM is to be 1000. The day factor F is to be 1.
- Team points for each Championship day (Pt) will be determined by dividing the total number of points gained by the team (Pn) by the number of competition pilots who were offered an official competition launch on the day (N1).  $Pt = (Pn/N1)$
- The winning Team is the team with the highest total score, obtained by adding the team points for each competition day.

#### **8.3.2**   **Penalty of Outlanding (M)**

Outlanding penalty (Distance reduction) will not be used for scoring the Speed tasks. The formula  $M=0$  will be used for scoring.

### **8.9.**     **Penalties (Airspace infringement)**

**The pilot, and no one else, is responsible for the operation of his aircraft and the equipment onboard. He shall always fly with the appropriate margin to avoid airspace and altitude limit violations, and take into consideration the errors and restrictions of his FR as well as all his equipment.**

Before the first competition day, all competing pilots and team captains shall sign a declaration in which they state that they have proper knowledge of the airspace in the competition area and that they are aware of the methods for verifying/calculating altitude and lateral positions as well as the criteria for an airspace infringement.

**Prohibited and Restricted Areas** : The list of Restricted areas and Controlled Airspaces, where flying is permanently prohibited will be published on competition website and will be provided to teams on arrival (**Appendix D**).

Penetration in one of those closed airspaces will be considered and penalized as an « **Entering restricted or closed airspace** », according to SC3A - § 8.9. LIST OF APPROVED PENALTIES

**Airspace violation detection** : Taking account of the general accuracy of GPS, the information provided by GNSS FRs is considered sufficient for airspace infringement verification, without correction or compensation other than the FR Calibration Chart.

The description of the methods to calculate the absolute altitude of a GNSS FR will be published on the competition website and will be provided to teams on arrival (**Appendix E**).

## **I**     **PROTEST**

### **9.2.3**   **The value of the protest fee**

The value of the protest fee is 100 €.

**J     PRIZEGIVING**

**10.2.1   Requirements for flags, discs and tapes**

Every team shall bring the same number of flags (dimension: 150 x 100 cm) for the closing ceremony as the number of team's pilots in the (15m, 18m, Open) class. Every team shall bring one copy of their national anthem on CD disc. The required material has to be supplied upon registration.

**APPENDIX A                   CHAMPIONSHIPS SITE BOUNDARY**

**APPENDIX B                   CONTEST AREA BOUNDARY**

**APPENDIX C                   FINISH AND LANDING PROCEDURES**

**APPENDIX D                   CLOSED AIRSPACES AND ALTITUDE LIMITS LIST**

**APPENDIX E                   TREATMENT OF AIRSPACE INFRINGEMENT**

**\*\*\* END \*\*\***