

## LOCAL PROCEDURES



## A CHAMPIONSHIP DETAILS

**Name of the Event:** 21<sup>st</sup> FAI European Gliding Championship, Leszno, Poland  
**Location of the Event:** Lotnisko Leszno Strzyżewice (ICAO: EPLS)  
address: Lotnisko Leszno, ul. Szybowników 28, 64-100 Leszno, Poland  
Airfield ALT 310 ft/94 m AMSL.  
**Organising NAC:** Aeroklub Polski  
**Organisers:** Aeroklub Leszczyński and Fundacja Lotnisko Leszno

### Time Schedule:

Final entries due	15 April 2023
Reserve Pilots Accepted after	8 July 2023
Deadline for approval of new GNSS FRs	28 May 2023
Airfield availability for training flights	1 April–21 July 2023
Registration period begins	25 July 2023
Registration period ends	28 July 2023
Technical inspection period begins	25 July 2023
Technical inspection period ends	28 July 2023
Configuration change closes	28 July 2023, 1800 LT
Mandatory Safety Briefing	28 July 2023, 1800 LT
Unofficial training begins	22 July 2023
Unofficial training ends	25 July 2023
Official training begins	26 July 2023
Official training ends	28 July 2023
First official Team Captains' briefing	28 July 2023, 2000 LT
Opening Ceremony	29 July 2023, 1000 LT
Contest flying begins	30 July 2023
Contest flying ends	11 August 2023
Farewell party	11 August 2023, 20:00 LT
Closing Ceremony and Prize giving	12 August 2023, 10:00 LT

## B SPECIFIED PROCEDURES

### 1 GENERAL

1. Additional Objectives of the Championship: NONE
- 1.2. Documents applicable to this Championship:
  - Sporting Code General Section Version 2023 Edition, Effective 1 January 2023
  - Sporting Code Section 3 Version: 2022 Edition, valid from 1 Oct 2022
  - Sporting Code Section 3 A Version: 2022 Edition valid from 12 December 2022
  - Sporting Code Section 3 AH Version: valid from 15 April 2021
- 1.3. Championship Classes:
  - Open class
  - 18 meter class
  - 20 meter multi-seat class
- 1.4. Handicaps to be used for gliders or classes not covered by SC section 3a: NONE
- 1.5. Name of the NAC:
  - Name of National Organization running the event: Aeroklub Polski (Aeroclub of Poland)
  - Name of the Local Organization running the event: Aeroklub Leszczyński (Aero Club of Leszno) and Fundacja Lotnisko Leszno (Leszno Airfield Foundation).
- 1.6. Contact Information for the event:
  - Aeroklub Leszczyński (Aero Club of Leszno)/Fundacja Lotnisko Leszno (Leszno Airfield Foundation), ul. Szybowników 28, 64-100 Leszno, Poland.
  - Email: info@lotniskoleszno.pl
  - Phone: +48 577 215 344

Banking details for the event:

Holder	Fundacja Lotnisko Leszno
Bank name:	PKO Bank Polski S.A.
IBAN:	PL24 1020 3088 0000 8102 0127 6161
SWIFT	BPKOPLPW
Reference (transfer title)	“EGC2023 Pilot name, Team Country”

- 1.7. Units of measurement:
  - Distances – kilometers [km]
  - Altitude – meters [m] Above Mean Sea Level [AMSL]
  - Mass – kilograms [kg]
  - Speed – kilometers per hour [km/h]
  - Vertical speed – meters per second [m/s]
  - Wind speed – meters per second [m/s] or/and knots [kts]

### 1.8. 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.

In the 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 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. This can also be done anonymously through a digital “Safety Box”.

Based on IGC-files from the scoring system, airprox analysis may be performed by the contest management during the competition.

1.9. Primary digital messaging by the organizers will be delivered via WhatsApp chat group communicator. Groups will be separately created for each class, officials and staff.

1.10. Control Point file format: SeeYou (.cup)

1.11. Contest Area Altitude Limit will be in accordance to FIR Warsaw.

## 2. CHAMPIONSHIP OFFICIALS

### 2.1. Director and officials:

Contest Director:	Michał Graczyk [POL]
Sporting Director:	Mariusz Poźniak [POL]
Task Setter:	Tomasz Krok [POL]
Chief Scorer:	Marek Uzarowski [POL]
Sporting Director:	Mariusz Poźniak [POL]
Operations:	Adam Aschenbrenner [POL]
Technical/Scrutineer:	Grzegorz Banaś [POL]
Meteorologist:	Elmer Joandi [EST]
Safety Officer:	Andy Śmielkiewicz [POL]
Contest Office:	Lenka Durasová [CZE]
Administration:	Mateusz Weber [POL]
Logistics:	Błażej Połczyński [POL]

### 2.2. IGC Officials:

#### International Jury

- President: Bruno Ramseyer [IRL]
- Remote Member: Mandy Temple [AUS]
- Remote Member: John Godfrey [USA]

#### Stewards

- Chief Steward: Patrick Pauwels [BEL]
- Steward: Lasse Virtanen [FIN]

### 3. NATIONAL TEAMS

3.1. The Entry fee is 800 € covers all operational costs, except aero tows and self-launch fees. The full amount of 800 € is to be paid to the organizer's account, with all transfer fees covered by the sender separately by 15 April 2023.

According to the decision taken by the Plenum Meeting in 2022/2023 and with approval by the IGC Bureau an additional fee of 55 € will be charged to cover the increased FAI pilot sanction fee.

Other fees payable are:

- Aero-Tow Fee to 600 m AGL – 80 €
- Self-Launching Gliders Fee – 10 €
- Accommodation:

The following fees per night will be charged for the use of the camping:

- Adult: 6,50 €
- Child (4-12 years): free
- Caravan/motorhome (camper): 13,50 €
- Tent: 5,00 €
- Car parking: free

3.2. Number of allowable entries per NAC is:

- 2 (two) pilots in 18 meter and in OPEN class
- 2 teams in 20 meter Multiseat class

3.3. Additional documentation required:

For Pilots:

- Proof of nationality or certificate of residence (FAI General Section 3.7);
- Pilot License or equivalent document valid until at least 11 August 2023, mentioning the launch methods and proof of qualification regarding hours and badges;
- Medical certificate valid until at least 11 August 2023
- Medical insurance valid until at least 11 August 2023 (Cfr. Par. 3.6.2)
- A Therapeutic Use Exemption (TUE) if the pilot is taking any medicines that are on WADA's prohibited list.

For the sailplane:

- Registration Certificate
- Aircraft radio certificate
- Flight manual and Logbook
- Valid weight and balance sheet of the glider
- Third party insurance certificate
- CoA or permit to fly
- ARC or equivalent

It is strongly recommended that all crew members (and family members) have insurance for medical care and for repatriation.

3.4. Documents required to be carried on board the sailplane. As specified in the aircraft Certificate of Airworthiness, Experimental Certificate or permit to fly and:

- Pilot license or equivalent document
- Pilot personal ID or passport
- Registration Certificate
- Certificate of Airworthiness or Permit to Fly
- Airworthiness Review Certificate (ARC)
- Aircraft Radio License
- Glider flight manual

- Third Party Insurance
- Any other document required by law of glider's country of registration or by aircraft operator
- Map with designated competition airspace situation.

### 3.5. Insurance sailplane

Third Party Insurance coverage is required of at least:

- MTOM < 500 kg 750 000 SDR limit
- MTOM > 500 kg not less than 1 500 000 SDR limit according to EU Reg. 785/2004

### Section 3 remarks:

- Particulars of Third-Party insurance required by the Organizers. Documentary proof of insurance shall be provided in English.

## 4. TECHNICAL REQUIREMENTS

4.1. Flight Tracking Devices to be carried on board: Flight Tracking Devices are required to be carried on board and activated by all participants if required by the contest director. Public tracking will have a time-delay to be specified by the Organizers during the daily briefing. This delay will not be less than 15 min and will remain in place until the last glider landed.

Discarding or manipulating tracking equipment may be penalized. Access to real-time tracking data is only allowed for the Contest Director and Deputy Contest Director under supervision of a Steward. In case of an emergency, such information may be published in order to support SAR activities. Any use of non-public tracking information by competitors or their teams is considered cheating under SC3a 8.6.5.

4.2. High visibility markings:  
Not required but are recommended.

4.3. Additional Mandatory Equipment:

In addition to the basic instruments required by the flight manual or type certificate, all gliders must be equipped with the following equipment:

- 8.33 kHz capable radio equipment approved for flight operations
- Electronic variometer with audio output
- GNSS flight recorder approved by IGC no later than 28 May 2023
- In case of gliders equipped with any kind of engine (self-launcher or sustainer), the flight recorder must be equipped with engine noise level recording (ENL). The recording interval of the flight recorder must be 1 second
- FLARM device with transceiver for European frequencies.

It is strongly recommended to install an anti-collision flashlight on the glider.

4.4. Instruments that must be removed from the Sailplane:

- Turn indicator
- Artificial Horizon
- Software artificial horizons integrated with FR (fly computers) must be switched to "competition mode" during technical inspection. If the "competition mode" is not available, equipment should be de-installed
- Any further instruments not allowed, (if they occur) may be specified at the briefing.
- Additional instrumentation limitations and procedures not covered by SC3A 4.1.2b

- 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. It is strongly recommended not to use suction mount holders.
  - Pilots are recommended to carry an ELB, EPIRB, Spot or similar satellite location device.
  - Pilots must sign a declaration confirming that they will not use any instrument, device or embedded function to assist with cloud flying.
  - Instruments not allowed may be specified at briefing.
- 4.5. Radio frequencies to be used during the Championships:  
Operations frequency for:
- Launch: 122,305 MHz
  - Finish: 122,305 MHz
  - Landing: 122,305 MHz
  - Start gate frequency: 120,705 MHz
  - Common Safety frequency: 120,705 MHz
  - Other: Team Frequencies – The list of FREQ will be announced before the training period.
- 4.6. Procedures for checking of glider Mass: According Annex A – Appendix 3.

## 5. GENERAL FLYING PROCEDURES

- 5.1. Additional data communication specifically allowed by the Organizers:
- Any FLARM configuration as long as collision avoidance transmissions are enabled;
  - Carriage of a mobile phone as a data relay for connected instruments registered during the technical inspection;
  - Carriage and usage of ELT and PLB;
  - Inflight reception of meteorological information through radio communication and connected instruments registered during technical inspection;
  - Transponder usage;
  - ADS-B reception as a part of an onboard collision avoidance system;
  - In flight reception of OGN tracking information from publicly available sources.

Following forms of data communication are not allowed:

- Mobile phone usage except as data relay for onboard devices;
- Disabling FLARM collision avoidance;
- Reception of tracking information from non OGN sources.

### Other Section 5 remarks

- To support potential SAR activities, pilots are encouraged to carry mobile phones, ELT, PLB, etc. and to provide phone numbers and beacon ID to the Organizers.
- Communication (GSM coverage): Each Team Captain and each Competitor is requested to have a phone with data plan to be able to receive official information from the organizer using text messaging.

### 5.2. Clarification

The Organizers will analyze Flight Log files from the Primary FR for the purpose of scoring the flight. If that evaluation shows a continuous flight and indicates no penalties, then that evaluation will be used for scoring.

In case the Primary Flight log fails to demonstrate flight continuity from take off to landing, or indicates a penalty, complementary data from the other FR will be used to fill the gap or reduce the penalty. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures.

## 6. TASKS

- 6.1. Algorithm for calculating OZ radius in DHT

**DHT will not be in use.**

## 7. COMPETITION PROCEDURES

- 7.1. Discharging of water ballast on the grid:

Discharging of water ballast on the grid is allowed with the permission of the competition management or one of the stewards at any time. A steward must be present.

- 7.2. Contest site boundaries: will be published in Self briefing.

- 7.3. Launch procedures for Motor gliders: will be published in Self briefing.

- 7.4. Maximum altitude of climb after self-launch is 750m MSL for all classes, under additional limit: at least one fix below 700 m AMSL with max ground speed 180 km/h must be obtained before the valid start.

- 7.5. Procedures for restarting MoP without an intervening landing are not applied.

- 7.6. Release areas and release heights:

- The standard release height will be: 700 MSL
- A depiction of the release area will be published in Self briefing

- 7.7. Thermalling direction is not prescribed.

- 7.8. Start Options: choice between "Normal start" or "PEV Start".

- 7.9. Start geometry to be used: a line of length 10km.

- 7.10. A pre-start altitude (MSL) limit:

Organizer assumes the impose of the pre-start altitude (MSL) limit. The limit will be announced during daily briefing and published on task sheet. A pre-start altitude (MSL) limit may be imposed. After the start gate is opened and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude limit. Failure to do so will be penalized. The Local Procedures will state whether this procedure will be used. Penalty for lowest pre-start fix above the altitude limit: 1 pt/m.

- 7.11. Conditions for canceling the task: adverse weather.

- 7.12. Second paragraph clarification

- PEV may be pressed at any time, up to a total of three times per launch (the Scorer will ignore PEVs after the third one).
- Each press of PEV closes the previous Start window and restarts the Wait Time timer.
- Pressing PEV has no effect on previous starts, which retain their validity and any associated penalties.
- In the case of multiple valid starts, the flight will be evaluated using the start that yields the best score.

- 7.13. Maximum start altitude will be communicated during pre-task briefing and published on the task sheet.



- 7.14. Procedures for communicating real out landings to the Organizers:  
The Team Captain may report via;
- App “lowcrop”: <https://lowcrop.aero/mobile> – main outlanding reporting method
  - SMS messages in format specified before the first competition day – auxiliary method
- 7.15. Provision of and requirements for aero tow retrieves:  
Aero tows from the fields are permitted if the sailplane has landed on a suitable field and with prior approval of the CD. All aero tows of the competing gliders shall be provided only by the organizer.
- 7.16. Finish geometry to be used:
- A finish ring of radius 3 km
  - Minimum finish altitude – 300m MSL
  - The radius and/or minimum finish altitude can be altered and will be announced during daily briefing.
- 7.17. Finish procedures:
- Arrivals must be announced on frequency 122,305 MHz
  - The following phrases shall be used: Contest number, distance to the airfield, direct landing/speed finish
  - First call at 10 km from finish ring
  - Call at crossing the finish ring
  - Preferred landing will be a “Direct landing” to the allocated runway
  - Gliders with more energy may elect to cross the finish ring followed by a circuit to the nominated runway
  - The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing.
- 7.18. Landing procedures: will be published in Self briefing.
- 7.19. Flight documentation must be submitted within 45 minutes after landing at the home airport. Flight Log files from the backup Flight Recorder must be submitted 60 minutes after being requested by the Organizers.
- 7.20. Flight log files should be submitted to the scorer by email to the following address:  
[epls@net4us.eu](mailto:epls@net4us.eu):
- for OUDI IGC automatically by soaring spot
  - only if the internet connection provided by Organizer will be not accessible, IGC file can be delivered on a storage medium such as SD, Memory stick, USB storage

## 8. SCORING

- 8.1. Scoring System to be used is Classic.
- 8.2. Scoring software to be used is SeeYou. Version of Software is 10 or higher.
- 8.3. 20m Is Multi seat class to be handicapped: Appendix 2 to IGC PROCEDURES FOR HANDICAPPED CLASSES will be applied (Version Valid from 21-04-2021).

## 9. COMPLAINTS AND PROTESTS

- 9.1. Protest fee is: **100 €**

## 10. RESULTS AND PRIZEGIVING

10.1. Additional team awards: **NONE**

### C ADDITIONAL LOCAL PROCEDURES REQUIRING APPROVAL BY IGC BUREAU

None

### D WAIVERS AND LIMITATIONS

None

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