



# 10<sup>th</sup> FAI Junior World Gliding Championships

Pociūnai, Lithuania

## LOCAL PROCEDURES

### FOR THE 10<sup>th</sup> FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS Pociunai, Lithuania 2017

#### A. Championships Details

**Name of the event:** 10<sup>th</sup> FAI World Junior Gliding Championships,  
Pociunai, Lithuania 2017

**Location of the Event:**

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

**Time Schedule:**

Preliminary entries due	10 January 2017
Final entries due	31 March 2017
Reserve pilots may be accepted	25 July 2017
Deadline for approval of new GNSS FRs	31 March 2017
Deadline for class change	30 June 2017
Unofficial training	22 to 26 July 2017
Official training	27 to 28 July 2017
Registration (11 a.m. to 8 p.m. daily)	25 to 28 July 2017
Technical inspection period:	26 to 28 July 2017, 10:00 - 18:00
	29 July 2017, 10:00 - 15:00
First official team captains briefing	25 July 2017, 19:00 hrs
Configuration change closes	28 July 2017, 19:00 hrs

Registration closed	29 July 2017, 15:00 hrs
Opening Ceremony	29 July 2017, 17:00 hrs
First competition briefing	30 July 2017, 10:00 hrs
Contest flying	30 July to 12 August 2017
Farewell party	12 August 2017
Closing Ceremony and Prize giving	13 August 2017
Departure day	13 August 2017

### **Competition Officials:**

Championships director	Vytautas Sabeckis
Deputy directors	Algimantas Jonušas
Administration	Igoris Bykovas
Operation	Petras Bėta
Sporting director and task setter	Algimantas Jonušas
Chief scorer	Ričardas Rusteika
Technical / Scrutinizer	Vaidas Venskus, Marius Sargevičius
Meteorology	TBA
Secretaries	Lina Bykovienė, Paulina Dvilinskaitė
Webmaster, tracking	Simas Kuprys, Martynas Bykovas

### **International Jury**

President	Juha Silvennoinen (FIN)
Members	Frouwke Kuijpers (NED) Brian Spreckley (GBR)

### **Stewards**

Chief Steward	Christof Geissler (GER)
Steward	Wojciech Ścigała (POL)

### **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: vyta@pociunai.lt  
 Web site: <http://iwgc2017.lt>

## **For all local matters and during the championship**

Kaunas aviation gliding club  
Pociunai  
LT-59327, Prienai  
LITHUANIA  
Tel: +370 685 36521  
E-mail: vyta@pociunai.lt

## **B. General Competition Rules and Local Procedures**

### **1.3.1 Championship Classes**

The 10th FAI Junior World gliding Championships will be held in following classes described in the main body of Section 3 of the Sporting Code, Chapter 5.:

- **Club class – 5.5.7**
- **Standard class – 5.5.6**

### **1.4.2 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.

#### **1.4.5.2 Control point file format**

Control Point files will be published at the site <http://jwgc2017.lt> in SeeYou (cup) and Win Pilot (dat) formats.

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

The forbidden airspace files will be published at the site <http://jwgc2017.lt> in Open Air format. The airspace may be published in other formats, but the official format is Open Air format.

Sporting Limits will be used for violating forbidden airspace (or Contest area absolute altitude limit) vertically up to 100m. 1m of violation will be penalized by one penalty point. For one entrance penalty will be applied at biggest violation. Other entrances will be penalized separately.

*The Sporting Limit altitude in airspace file will be marked as forbidden, but it will not violate real Civil Aviation zones.*

## **C. National teams**

### **3.4.2 Entry Fee**

The entry fee is 675 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:**

<b>Beneficiary's Bank</b>	<b>AB bankas "Swedbank"</b>
	<b>Savanoriu 19, Vilnius</b>
<b>BIC ( SWIFT):</b>	<b>HABA LT 22</b>
<b>Beneficiary's Account (IBAN)</b>	<b>LT827300010002566073</b>
<b>Beneficiary</b>	<b>Lithuanian Gliding Federation, Veiveriu 132, Kaunas, Lithuania</b>

**By April 30, 2017 at the latest.**

**Aero-tow (up to 600 meters AGL) fee:** 50 EUR

**Fee for self launching gliders is:** 10 EUR per launching

**Camping charges:** 5 EUR for tent or caravan per day, 5 EUR for person per day.

The organiser will sell the Aero Tow Tickets at the contest site. At the check-in, payment of 10 tows is required. Unused Aero Tow Tickets will be refunded in full. All payments, for all camping and accommodation fees (if applicable), have to be made by Saturday, July 29, 2017, 15:00 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 not more than 3 pilots in the Standard and Club class, plus current World champions.
2. A substitute pilot can replace a nominated pilot in the case of a withdrawal, provided that the final entry form has been submitted by March 31, 2017 and the entry fees for the officially entered pilots have been received.
3. A competitor must be a citizen or resident of the country of the entering NAC and 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 102 in total, with a maximum of 50 in each class and a maximum of three entries per NAC in Club and Standard class.

(2 classe will be max. 50 per class + reigning champion if age still fits)

## **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 License 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:**

- Registration certificate of the glider.
- Valid Certificate of Airworthiness or Permit to Fly.
- Flight manual and Log Book.
- Valid weight and balance sheet of the glider.
- Documentation of GNSS FR calibration not older than 5 years.
- Third party insurance certificate (see 3.6.2)

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

The organizer 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 license 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 785/2005 which states the following limits:

- MTOM <500 kg 750000 SDR limit.
- MTOM > 500 kg not less than 1000000 USD.
- Documentary proof of insurance shall be provided in English.

## **D. TECHNICAL REQUIREMENTS**

### **4.1.1 c,d Mandatory additional equipment**

Acoustic vario, PC connection cables for own GNSS Flight Recorders and for Team captain serviceable cellular telephones (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.

No High visibility markings are required.

### **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 be switched to "competition mode" during technical inspection. If the "competition mode" is not available, equipment should be de installed.

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

### **4.1.1.c Carriage of GNSS data transmitters for public displays**

The organizers will require 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 the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish. The sailplanes to GNSS data transmitters will be selected randomly each day.

### **Carriage of Stickers**

The organisers may require one or more stickers of the JWGC 2017 sponsor/s to be attached on each glider. These stickers must be carried until the end of the contest.

## 4.2.2 Procedures for checking aircraft take-off mass

### Initial Weighing (scrutineering)

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:

- a) Glider at maximum 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 (no disposable ballast in club class).
- b) Reference main wheel weight in towing-out configuration and all removable equipment on board.

Pilots will be asked to perform bailing out exercise and answer survey questions regarding safety equipment during the initial scrutineering.

### 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 scrutinizers 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. If reference mass will be exceeded during daily control of club class, penalties will be applied:  $n \times W \times 2$  pts ( $n$  – number of offences,  $W$  – overweight of kilograms)
- b) A mass check will be required after re-lighting 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 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),
- **QNH** for evaluation of flight level for the whole competition day unchanged.
- **Flight Levels** will be expressed in hundred feet Standard QNH (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 north (True north)

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

Each sailplane must be equipped with a radio able 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**

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

#### **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 119.000 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 119.000 MHz (Call sign POCIUNAI INFO) will be used for flight safety purposes.

All competitors should have the frequency 119,000 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 ring, and
- During landing – from the moment they join the circuit until they have left the runway.
- The team frequencies will be published later.

## **F. COMPETITION PROCEDURES**

#### **7.1.e Requirements for discharging water ballast on the grid**

Water ballast may be discharged on the grid with the 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**



The requirements of Annex A para. 5.4d will be implemented for motorgliders, 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 organizers.

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

Motorgliders, after self-launching, must stop their MoP not higher than 600m AGL, in the release area of the appropriate class.

#### **7.3.2.c Inflight procedures for motorgliders**

Motor gliders (SLG –SSG) 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 119.000 MHz.

#### **7.3.3 Release areas and release heights**

The release areas of each class will be announced at the daily briefing. The release height is 600 m AGL.

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

Circling direction limitations may be imposed.

#### **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 center of the first area. Length of the line will be 10 km.

#### **7.4.4.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 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 THE (XX) CLASS WILL BE OPENED IN 5 MINUTES,** - 5 minutes before the opening the start for the class
- **THE START FOR THE (XX) CLASS IS OPEN NOW,** - Just after the opening the start for the class
- **THE START FOR THE (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 TASK FOR THE (XX) CLASS IS CANCELLED** - As soon as possible after the cancellation of the Day.

#### **7.4.4.c Conditions for closing the start**

If the start time is limited, it will be announced at briefing and specified on the task sheet.

If a competitor starts after the start gate has been closed, the start time will be taken to be the start gate closing time.

#### **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 the sailplane has landed on a suitable field. All aero tows of the competing gliders shall be provided only by the organizer.

#### **7.7.1.a Minimum altitude for the finish ring**

The minimum height for crossing the finish ring is 250m MSL and the flight trace must show a constantly descending path from the crossing of the finish ring till touch of the airfield. Pulling up less than 50m will be reviewed to identify bad behaviour. Pulling up exceeding 50m will be penalized 25 pts.

#### **7.7.2 Finish options to be used**

The finish options for the championships are:

- Finish Ring. Radius of the ring is 5 km.

#### **7.7.4.a Finishing procedures**

Arrivals must be announced on the airport frequency 119.000 MHz. For announcing the arrivals the following phrases shall be used at the place specified at briefing:

- **(Competition number), (distance to finish ring in km)** - As soon as possible at the place specified at the briefing (normally the specified place will be 10 km 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.

#### **7.8.1 Landing procedures**

The landing frequency is the same as the finish frequency – 119.000 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 following a circuit will be specified at the briefing.

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

All flight documentation, including GNSS records, and out-landing certificates shall be handed in 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.

Competitors are expected to download their FRs themselves and deliver 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 in the Internet Room.

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 only once, according to Annex A*).

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

(successful evaluation of the flight by the organizer has been conducted as soon as a competitor can see the result of the flight in the unofficial results)

## **G SCORING**

The scoring system for the championships will be:

- 1000-Points Scoring System.
- SeeYou ver. 8 (or higher) will be the official scoring software.

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

## **H PROTESTS**

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

The value of the protest fee is 100 EUR.

## **I 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 (Club, Standard) 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.

### **10.2.3 Additional Team Awards**

Three teams, winners of team cup will be awarded.

- END -