



**PMČR**  
2021

## **LOCAL PROCEDURES**

Version 2.0

Issued May 1, 2021

CZECH GLIDING CHAMPIONSHIPS 2021

CLUB Class, 15M Mixed Class, OPEN Mixed CLASS

22 May to 5 June 2021

TABOR, CZECH REPUBLIC

## A. CHAMPIONSHIPS DETAILS

### Location of the Event

Name of the airfield	TABOR
ICAO code of the airfield	LKTA
GPS location of the airfield	49° 23' 28" N, 14° 42' 30" E
Elevation of the airfield	440 ft / 439 m
Time zone:	UTC +2.0 (CEST)
Radio Freq.	122,610 MHz (8,33 kHz)
Competition Freq.	120,540 MHz (8,33 kHz)

### Time schedule

Entries due, Entry fee payment deadline	May 15, 2021
Registration period	May 21-22, 2021 till 18:00
Scrutineering period	21-22 May 2021 till 18:00
Configuration change closes	May 22, 2021 till 19:00
Safety and Operation Briefing	May 22, 2021 20:00
First official briefing	May 23, 2021 10:00
Contest flying period	May 23 – June 4 2021
Prize giving and closing ceremony	June 5, 2021 10:00*

\*exact time will be specified

### Championship Organiser

The competition will be organised by the AeroClub Tabor in cooperation with AeroClub of Czech Republic.

Postal address:  
Aeroklub Tabor  
P.O.Box 30  
391 02 Sezimovo Usti II  
Czech Republic

Aeroclub Tabor  
Aeroclub of the Czech Republic

[www.aktabor.cz](http://www.aktabor.cz)  
[www.aecr.cz](http://www.aecr.cz)

General email address:  
Competition website:

[info@jwgc2021.cz](mailto:info@jwgc2021.cz)  
[www.jwgc2021.cz](http://www.jwgc2021.cz)

Competition Director  
Deputy Competition Director

Tomáš Jirmus ([tom.air@icloud.com](mailto:tom.air@icloud.com))  
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Chief Scorer  
Meteorologist  
Task Setter

Ivan Harašta  
Jan Horák  
TBD

Jury President  
Jury Members

Jiří Lískovec  
Luděk Kluger, Stanislav Jirmus

## **B. GENERAL COMPETITION RULES AND LOCAL PROCEDURES**

### **Documents applicable to this championship**

Sporting Code General Section 2020

Sporting Code Section 3

Sporting Code Section 3 Annex A valid from November 19, 2020

Czech Sporting Code 2020 (Czech-only)

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:

- Club Class
- 15 Mixed Class
- Open Mixed Class

#### **1.4.2 Additional safety rules**

All necessary additional safety rules will be mentioned in Self Briefing, Safety Briefing or at the daily briefing. 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 an 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 welcomed: Comments are welcomed at any time from any participant — pilots, crews and others. They should be directed to the Competition director.

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

The official Control Point file [start, finish and turn points] will be published on [www.jwgc2021.cz](http://www.jwgc2021.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.jwgc2021.cz](http://www.jwgc2021.cz) in Cub format. The airspace may be published in other formats, but the official format is Cub format.

Entry into the published forbidden airspace will be penalised 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 190 (CZK 4900) per glider.

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

### **Launch Fee**

Price for aero-tow to 600 meters AGL for Club class is EUR 30 (CZK 770) and EUR 32 (CZK 820) for all other classes. Fee for self-launching gliders is EUR 6 (CZK 150) per launch.

Before Registration payment of 5 launches will be required. Unused launches will be refunded in full. Additional launches will be added to pilot/crew account. All payments during the championship are expected to be paid preferably by wire transfer or by credit card.

### **3.4.3 Pilots**

The championship is a joint competition of the Czech National Gliding Championship 2021 and pre-JWGC 2022. Entry is open to all pilots in accordance to rules for Czech National Gliding Championships as published in Czech Sporting Code and to all pilots who are expected to compete at JWGC 2022.

#### **3.4.3 b. Total number of allowable entries**

The total number of allowable entries shall not exceed 100 in total, with a maximum of 50 in each class.

If the total number of entries exceeds 100, 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 May 15, 2021.

No limit for number of participants from one country per class will be applied.

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

### **3.5 Registration**

All pilots are required to register using the on-line registration form prior to arrival and upload all required documents to designated on-line space.

#### **3.5.4.a Additional documentation required**

The organiser 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 organise them by their own 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 pilot:**

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 or Membership of AeCR

Valid Pilot License or equivalent document

Valid Medical Certification

Valid Radio License (if applicable)

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 the organisers)

**For 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 June 5, 2021

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
- Map with current airspace (will be provided by organisers)

**3.6. Insurance****3.6.1 Glider Third Party Insurance**

Third party insurance is required for each participating glider. The required coverage must fulfil the requirements of EU regulation No. 785/2004. Documentary proof of insurance must be provided in English or Czech language.

**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.

Collision Avoidance transceivers must be used in accordance with Article 7.5 of Annex A in latest valid issue.

According to Annex A, Article 4.1.2 pilots MUST present at least two safety devices acc. to Appendix 2 at technical inspection.

Oxygen: Not required

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

Each competitor is requested to have smartphone with data connection to be able receive official information from organiser 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 another gimballed compass
- Turn indicator
- Artificial Horizon
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Software artificial horizons integrated in FRs 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 organisers will initially provide the following weighing operation during the scrutinising. 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 litres 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 (can) be registered.

The tail wheel weight will be recorded for future comparison; tow out equipment will be photo-graphed and must not be changed. Up to three litres 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 de-scribed 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 Competition staff.

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 kilometres (km)

Heights - will be expressed in Meters Above Ground Level (AGL)

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 kilometres 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 organisers.

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

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

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

For the championships the following frequencies will be used:

Tabor COMPETITION (FREQ 120,540 MHz - 8,33 kHz spacing) — for all airport operations at the contest site including marshalling, launching, for advising start gate opening, official announcements and for gaggle safety, finish, landing, return to tie down.

Tabor RADIO (FREQ 122,610 MHz - 8,33 kHz spacing) — for all other regular traffic.  
SAFETY frequency (FREQ 122,610 MHz) - for safety communication during flight.

## **F. COMPETITION PROCEDURES**

### **5.4d Control Procedures**

Rule 5.4d will be implemented for motor-glidern, 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 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.



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

Motor-gliders, after self-launching, must stop their MoP not higher than 1089 m MSL, 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 organisers on the frequency 120,540 MHz.

### 7.3.3 Release zones and release heights

The release zones of each class will be announced at the daily briefing. The release altitude is 1039 m MSL (600 m 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 1100 m MSL.

There is no requirement to circle in a set direction other than normal flight rules which requires circling in the same direction as the 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 the 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.

### 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 championship 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.

#### **7.4.5.b Pre-start altitude limit**

A pre-start altitude (MSL) limit may be imposed and shall be specified at the briefing. 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.

#### **7.4.5.c Closing of start line**

Closing of start line at time other than the end of legal daylight may be enforced by the organiser and will be specified on briefing.

#### **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 about place of out landing and additional information if necessary. The competitor has to inform organisers on published numbers to inform about place of landing as soon as possible after landing.

- Non-compliance may be penalised as per SC3a 8.7.

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

Aero tows from fields (paddocks) are permitted if the glider has landed on suitable one. All aero tow retrieves must be reported to the organiser.

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

The finish will be a Finish Ring of Radius 4 km or as specified at briefing.

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

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

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

Arrivals must be announced on the Tabor COMPETITION frequency 120,540 MHz.

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

(Competition number), (distance to finish ring 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.

Glider 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 penalised as a safety breach.

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

Excessive manoeuvres will be penalised as a safety violation at the discretion of the Championship Director, but pull-ups or dives less than 25 m 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 – 120.540 MHz. Gliders landing straight in shall, during landing, proceed according to the instruction provided at briefing or received from finish officials on the finish 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 of the runway as possible. Any sudden change in direction of flight or ground roll during landing procedure is strictly prohibited without prior permission. Gliders landing following a circuit must safely join final leg between other gliders making straight in approach.

#### **7.9 Handling of flight logs**

During the training period or on the first competition day 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 1 hour and 15 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.

On final competition day all flight documentation shall be submitted after landing at the airfield within 45 minutes.

Competitors are expected to download their FR's themselves and deliver the IGC file in secure mode via email mentioned on task sheet.

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:

Classic 1000 Points Scoring System

SeeYou will be the official scoring software

#### **8.2.4 Handicap list**

CZIL (Czech Index List) in valid version will be applied for 15M Mixed Class and Open Mixed Class. CGC 2021 Club Class Handicap List will be applied for CLUB Class. Both documents will be published on the competition website.

## **H. COMPLAINTS AND PROTESTS**

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

The value of the protest fee is EUR 40 (CZK 1000).

### **9.4.5b ii Protest period on final competition day**

Protest period on final competition day is 1 hour after the publication of final scores. At that time the protest period for any previous day will also expire.

- END –