



Local Procedures

15th March 2009

Amandement No1: 25th July 2009

Szeged Flying Association

and

Hungarian Aeronautical Association

Szeged - Hungary

5th Women's World Gliding Championship 2009

Local Procedures

Szeged, Hungary

A – CHAMPIONSHIP DETAILS

NAME OF THE EVENT:

5th Women's World Gliding Championship

LOCATION OF THE EVENT:

*Szeged Airport (LHUD)
N 46°14.55 E 020°05.26
Elevation: 80 m (262 feet)*

TIME SCHEDULE:

- Preliminary entries due: *15th January 2009*
- Local procedures: *15th March 2009*
- Deadline for final entry with entry fee: *30th April 2009 24:00 LT*
- Deadline for class change: *24th May 2009 24:00 LT*
- Deadline for reserve pilot's acceptance: *24th May 2009 24:00 LT*
- Deadline for approval of new GNSS FR's: *22nd June 2009 24:00 LT*
- Airfield closed for training flights: *N.A.*
- Unofficial training: *before 22nd July 2009*
- Official training: *22nd July to 24th July 2009*
- Registration: *22nd July to 24th July 2009 09:00 – 18:00 LT*
- Technical controls: *21st July to 24th 2009 09:00 – 16:00 LT*
- Configuration change closes: *24th July 2009 17:30 LT*
- First Team Captains briefing: *24th July 2009 18:00 LT*
- First official briefing: *24th July 2009 19:00 LT*
- Opening ceremony: *25th July 2009 18:00 LT*
- Official contest: *26th July to 07th August 2009*
- Farewell party: *07th August 2009 19:00 LT*
- Closing ceremony and prize giving: *08th August 2009 10:00 LT*

COMPETITION OFFICIALS:

Competition Director: *Péter GÖNCZI*
Deputy Competition Director: *Zoltán MÉSZÁROS*
Chief Scorer: *Gábor PACZ*
Task Setter: *Ferenc TAMÁS*

INTERNATIONAL JURY:

President: *Bruno RAMSEYER*
Members: *Marina VIGORITO-GALETTO, Janusz SZCZUPAK*

STEWARDS:

Chief steward: *Ake PETTERSSON,*
Stewards: *Gisela WEINREICH, Jaroslav VACH*

5th Women's World Gliding Championship 2009 - Szeged - Hungary

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ADDRESSES FOR CORRESPONDENCE FOR ENTRIES:

Szeged Flying Association

Address: H-6701 Szeged, P.O. box 1014.

Phone: 00 36 62 541 670

Fax: 00 36 62 541 671

E-mail: info@flatlandcup.hu

Web: www.wwgc2009.hu

B – GENERAL

CHAMPIONSHIP CLASSES (1.3.1):

5th Women's World Gliding Championship will be held in following classes (according to Section 3 of the Sporting Code, Chapter 7):

- Club
- Standard
- 15 meter class

ADDITIONAL SAFETY RULES (1.4.1):

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

NATIONAL REQUIREMENTS CONCERNING DOPING TESTS (1.4.3):

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

C – NATIONAL TEAMS

ENTRY FEE (3.4.2):

€ 600 per participating glider. Entry fee covers all operational costs during the contest except aero tows. The entry fee must be paid before the 30th of April 2009 in full by bank transfer to (all transfer fees covered by the competitor):

Bank:	CIB Bank
Name of account:	Magyar Vitorlázórepülő Szövetség
Bank Account Number:	10700361-43615401-50000005
Swift Code:	CIBHHUHB

If you have any intentions to rent a team container and/or caravan, then visit www.wwgc2009.hu.

PILOTS (3.4.3):

The total number of allowable entries shall not exceed 150 in total and the maximum number of gliders in any class is 50.

Number of allowable entries per NAC in each class: 3 pilots and 1 substitute pilot.

A substitute pilot may replace a nominated pilot in the event of a withdrawal.

The current Champions of the FAI Women WGC may compete as an additional member in their relevant classes.

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ADDITIONAL DOCUMENTATION REQUIRED (3.5.4):

The Organizer will require the following additional documents...

...for Captains, pilots and team members:

- countries that require visa to enter Hungary must organize them by their own means in due time. If invitations are necessary, Organizers will provide such documents.

...for the sailplane:

- registration certificate of the glider, valid Certificate of Airworthiness;
- flight manual;
- valid weight and balance sheet of the glider;
- documentation of GNSS FR calibration not older than 24 months;
- third party insurance certificate with required coverage.

...for the pilots:

- proof of nationality or certificate of residence
- valid pilot license
- FAI Sporting License valid for the year of event.
- Therapeutic Use Exemption (TUE) (If, due to health problems, the pilot is taking any medicines that are on WADA's prohibited list.)

DOCUMENTS REQUIRED TO BE CARRIED ON BOARD THE SAILPLANE (3.5.4):

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

THIRD PARTY INSURANCE COVER (3.6.1):

Third party insurance - not excluding competitions - is required for each participating sailplane. The required coverage must comply with EU Regulation 785/2004 which states the following limits:

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

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

D – TECHNICAL REQUIREMENTS

MANDATORY ADDITIONAL EQUIPMENT (4.1.1):

PC connection cables for own GNSS Flight Recorders and for Team captain serviceable cellular telephone (GSM 900/1800 standard) is mandatory.

INSTRUMENTS THAT MUST BE REMOVED FROM THE SAILPLANE (4.1.2):

The following instruments shall not be carried on board:

- Bohli, Schanz, KT1 or other gimballed compass;
- Turn indicator;
- Artificial horizon.

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

HIGH VISIBILITY MARKING REQUIREMENTS (4.1.2):

The Organizers will not require the competing sailplanes to be marked with high visibility markings to improve in-flight observability.

CARRIAGE OF GNSS DATA TRANSMITTERS FOR PUBLIC DISPLAYS (4.1.2):

The Organizers may require the competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display shall not be activated 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 to the finish.

PROCEDURES FOR CHECKING AIRCRAFT MASS (4.2.2):

Initial Weighing:

The Organizer will initially provide the following additional weighing operations. The results of this operation will be recorded and made available to the pilot concerned:

- glider empty, i.e., without pilot and parachute but including loose items such as thermos, drinks,
- tie-down equipment, additional clothing, water ballast (if applicable) etc.;
- pilot;
- parachute;
- reference weight in tow out configuration.

Take-Off Mass

- *Club Class* - A check of the glider mass, intended to verify that the take-off mass will not exceed the maximum certified mass of the sailplane without water ballast (no water ballast permitted).

The Maximum Take Off Mass (MTOM) is limited to the lowest of:

1. Maximum certified weight of non-lifting parts plus weight of lifting parts (wings without any form of ballast) or:
2. Maximum certified Take Off Mass without water according to Type Certificate Data Sheet (TCDS)

- *Standard Class* - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 525kg or the maximum certified mass.
- *15m Class* - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 525kg or the maximum certified mass.

MTOM according to TCDS for any specific glider may not be exceeded under any circumstances.

Regular Weighing

- During the official practice period, scales and officials will be available at the weighing points everyday. The times will be published by the Organizers. All pilots will be weighed separately. The Organizers will not take responsibility for the results of weighing.
- On the championship days, gliders might going to be weighed in its „tow out“ configuration with all removable equipment onboard 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 which exceed their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.
- Aircraft mass may also be checked on the grid. The competitor will be informed of the weighing result. If the check shows that the sailplane is overweight (in Club Class overweight or underweight), penalty points will be given according to the rules.
- A mass check will be required after re-landing for another championship 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. Adding water ballast beyond the weighing station is prohibited.
- *Club Class*: The take of mass in the “tow out” configuration as checked at scrutineering shall be kept unchanged during the whole competition as well as the geometry configuration (winglets). Acceptable difference by weighing is 2%.

PROCEDURES FOR CHECKING GEOMETRY (4.2.2):

Geometry check will be made during initial weighing.

- *Club Class*: The club class is defined by handicap only. According to the actual IGC list 2009, one handicap is attributed to each glider in a specific wingspan configuration and associated with the Reference weight. Retrofitting a glider with winglets increases the Handicap by 0.01. Retrofitting a glider with retractable landing gear increases the Handicap by 0.02. Any modification or extension of the wingspan should have as a consequence the modification of the index or the wingspan penalty according to the Penalty list of Annex A 8.9 In consequence, the Organizers will check the wingspan and the “tow out” take off mass in order to verify that the glider complies with the appropriate handicap. Any extra-wingspan will be penalized according to FAI SC S3 Annex A 8.9 Penalties.
- *Standard and 15m Class*: Geometry check will be made in accordance to FAI SC S3 Annex A. The configuration in which the glider will be flown and checked at scrutineering shall be kept unchanged during the whole competition.

E - GENERAL FLYING PROCEDURES

UNITS OF MEASUREMENT (5.2):

Unless stated otherwise, distances will be expressed in kilometers, heights in meters Above Ground Level (AGL), altitudes in meters Above Mean Sea Level (AMSL), speed in kilometers per hour (km/h), vertical speed in meters per second (m/s), mass in kilograms (kg) and headings or radials in degree true.

RADIO COMMUNICATION REQUIRED FOR CONTACT WITH ATS (5.3.1.A):

All necessarily ATS frequencies for each championship day will be announced at the briefing for the day.

DATA TRANSMISSION REQUIREMENTS (5.3.1.B):

Cellular phones may be carried on board of the sailplane.

RADIO FREQUENCIES TO BE USED DURING THE CHAMPIONSHIPS (5.3.1.C):

For the championships the following frequencies will be used:

- *Call sign SZEGED INFO* (frequency 122,800 MHz): for all airport operations at the contest site, for all competition purposes;
- *Team frequencies*: assigned team frequencies for all team communication related to the contest.
- *Towing frequency* (127,600 MHz): will be used from the beginning of the launch until the last take-off, for towing procedure.

Megjegyzés [P.G.1]:
new entry

The list of frequencies will be announced before the training period. All necessarily additional frequencies for each championship day will be announced at the briefing for the day.

FREQUENCIES ALLOCATED FOR FLIGHT SAFETY (5.3.1.D):

Competition site operations: Frequency 127,600 MHz and 122,800 MHz (Call-sign SZEGED INFO) will be used for flight safety purposes. All competitors should have ~~frequency 122,800 MHz~~ the next frequencies selected:

- 127,600 MHz from the beginning of take-off;
- 127,600 MHz during the launch until they have left launching zone
- 122,800 MHz on the final glide from at least 5 km before control point and
- 122,800 MHz during landing - from the moment they join the circuit until they have left the runway.

Megjegyzés [P.G.2]:
new entry

Megjegyzés [P.G.3]:
text change

Megjegyzés [P.G.4]:
new entry

Megjegyzés [P.G.5]:
new entry

Megjegyzés [P.G.6]:
new entry

Megjegyzés [P.G.7]:
new entry

Outlanding: After field outlanding (or before if there is a glider in the chosen field), it is recommended to listen out on the Hungarian common gliding frequency 122,700 MHz. This frequency is also used for flight safety during the task (pilot-pilot).

F – TASKS

TYPES OF TASKS THAT WILL BE SET (6.1):

The following tasks will be set during the championship:

- Racing Task
- Speed Task - Assigned Areas

G - COMPETITION PROCEDURES

REQUIREMENTS FOR DISCHARGING WATER BALLAST ON THE GRID (7.1.D):

Water ballast is allowed to discharge on the grid at any time.

CONTEST SITE BOUNDARIES (7.2.2):

For map of contest site boundaries see Appendix of the Local Procedures.

LAUNCH PROCEDURES FOR MOTOR GLIDERS (7.3.2):

Motor gliders during take-off have to follow the same procedures as declared for tow-planes at the briefings. Motor gliders started by aero tow have to run their engines immediately after the release from launch for a minimum time of 1 minute, in order to confirm their GNSS FR MoP recording.

~~AREAS WHERE CONTINUOUS CIRCLING IS PROHIBITED OR PERMITTED IN ONE DIRECTION ONLY (7.3.3):~~

~~Within 20 km radius of SZEGED airfield thermaling is permitted in left hand direction only.~~

TYPES AND DEFINITIONS OF STARTS THAT WILL BE USED (7.4.2):

Start Line: A ~~6 km~~ 10 km straight line, of defined length, perpendicular to the track to the First Turn Point, or the centre of first Assigned Area.

Megjegyzés [P.G.8]:
text change

Start Time: Pilots shall communicate their start times to the Organizers within 30 minutes of their last valid start to an accuracy of 2 minutes. Penalties may be given for non-compliant or incorrect notification.

The start points of the different classes will be separated so no traffic conflicts between the starts of the classes occur.

RADIO PROCEDURES FOR ANNOUNCING THE START (7.4.3.A):

For announcing the start on the competition frequency following phrases (repeated once) will be used:

- **THE START FOR (CLUB/STD/15m) CLASS WILL BE OPENED AT (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 (CLUB/STD/15m) CLASS WILL BE OPENED IN 10 MIN.**
10 minutes before the opening of the start for the class.
- **THE START FOR (CLUB/STD/15m) CLASS WILL BE OPENED IN 5 MIN.**
5 minutes before the opening of the start for the class.
- **THE START FOR (CLUB/STD/15m) CLASS IS OPENED NOW**
Just after the opening of the start for the class.
- **THE START FOR (CLUB/STD/15m) CLASS IS DELAYED (number) MIN.**
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 (CLUB/STD/15m) CLASS IS CANCELLED**
As soon as possible after the cancellation of the day.

REQUIREMENT FOR THE EVENT MARKER (7.4.5):

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

CONTEST AREA BOUNDARY (7.6.1):

The contest area boundary is the boundary of Hungary (Budapest FIR). Flying out of the contest area boundary will be considered as entering restricted area and penalized.

INSTRUCTIONS FOR REAL OUTLANDINGS (7.6.2.A):

When landing out the team captain shall without delay complete the outlanding form and pass all the information from this form to the outlanding office.

PROVISION OF AND REQUIREMENTS FOR, AERO TOW RETRIEVES (7.6.4):

All aero tows of the competing gliders (from outlanding fields and aerodromes) shall be provided only by the Organizer, except in situations when the Organizer delegates this activity to another aero tow operator.

TYPES AND DEFINITIONS OF FINISHES THAT WILL BE USED (7.7.1):

The finish option for the championships is:

Finish Line - A straight line with a length of 2 km above ~~Road 55~~ TRH 16.

Megjegyzés [P.G.9]:
text change

MIN. HEIGHT AND MAX. ALTITUDE FOR THE FINISH LINE (7.7.1.A):

Minimum height for crossing the finish line is 0m AGL. Maximum altitude for crossing the finish line is 500m QNH.

FINISHING PROCEDURES (7.7.3.A):

Announcement of the arrivals will be done on the airport frequency 122.800 MHz. For announcing the arrivals the following phrases shall be used at the place specified at briefing: Competition number, distance to airfield in kilometers, straight in landing - As soon as possible at the place specified at the briefing (normally the specified place will be 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. All tasks will finish from north.

LANDING PROCEDURES (7.8.1):

The landing frequency is the same as the finish frequency - 122.800 MHz (call sign "SZEGED INFO"). Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials on the airport frequency. Suggested minimum altitude above Road '55' is 5 meters because of the airfield's fence (which has a height of 2 meters).

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 making a circuit before landing will be specified at the briefing.

HANDLING OF FLIGHT DOCUMENT (7.9):

All flight documentation, including GNSS records, list of overflowed Turn Points and outlanding certificates shall be handled in after landing within ~~30 minutes~~ 60 minutes. Back up documentation shall be handed in within 60 minutes. Non-compliance will be penalized.

Megjegyzés [P.G.10]:
text change

Two GNSS FR's may be used. One being designated to the Organisers as the primary recorder and the other one as a back-up. GNSS FR's recording intervals shall be set to 10 sec or less. Non-compliance may be penalized. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance may be penalized.

H – SCORING

TYPE OF SCORING SYSTEM (8.1):

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

LIST OF HANDICAPS (8.2.4):

The latest IGC Handicap List will be used for the scoring Club class (Section 3 – Annex A).

PENALTY OF OUTLANDING (M) (8.3.2):

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

TEAM CUP (8.7):

Each team, that consist of a team of minimum 2 pilots, will be assessed daily on the mean of the Relative Scores of all their pilots having had a competition launch that day, according to the 1000 points scoring system.

Relative Scores are defined as the competitor's score, divided by the day winner's score, multiplied by 1000.

I - PROTESTS

VALUE OF THE PROTEST FEE (9.2.3):

The value of the protest fee is € 150.

J – PRIZEGIVING

REQUIREMENTS FOR FLAG, DISCS AND TAPES (10.2.1):

Every team shall bring the same number of flags (dimension: 150x100 cm) for the closing ceremony as the number of team's pilots in the (Club/Standard/15m) class. Every team shall bring one copy of their national anthem on CD disc. The required material has to be supplied upon registration.

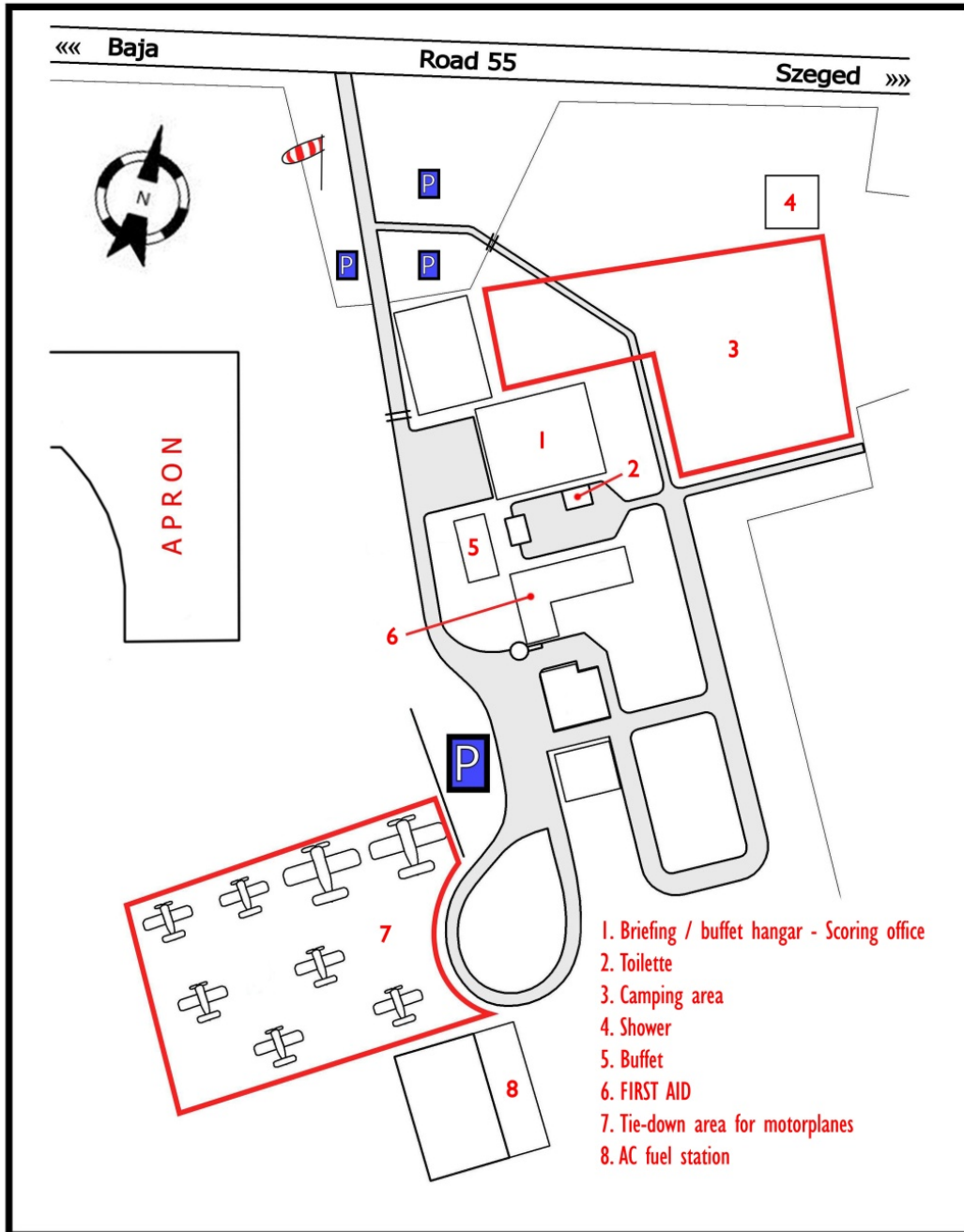
Appendix



2009 - Szeged - Hungary

Airfield Layout - Buildings

Szeged Flying Association
H-6701 Szeged, PO. Box 1014
www.wwgc2009.hu

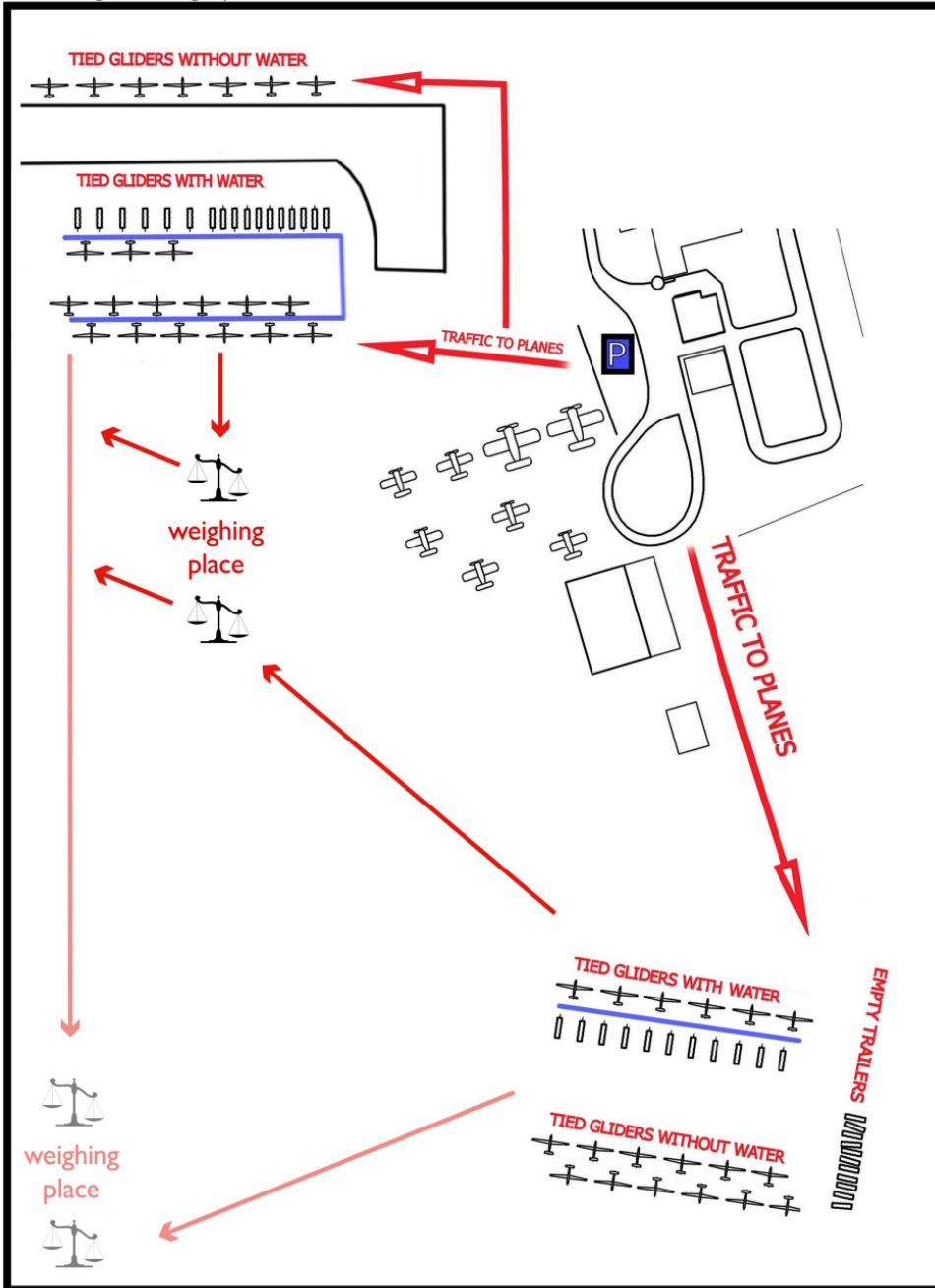


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Tie-down area & weighing places





Airfield Layout - Grid

