



PAVULLO2019
3rd FAI World Gliding Championship

IGC e-Glide test event 2019

August 31st – September 7th 2019

PAVULLO nel FRIGNANO, Italy
Local Procedures



A) COMPETITION DETAILS

Name of the Event

IGC e-Glide test event 2019, Pavullo nel Frignano, Italy

Handicapped, reserved to gliders equipped with electric MOP.

Location of the Event

Aeroporto Civile Statale "G. Paolucci" (ICAO code LIDP) - 44° 19' 20" N, 010° 49' 54" E

Elevation: 684 m / 2244 ft

Runway: QFU 22 / 04 (1190 x 23 m bitumen, 944 x 55 m grass)

Frequency: 124.980 MHz

Time Schedule

Preliminary entries due	May 31 st , 2019
Final entries due, Entry fee payment deadline	June 15 th , 2019
Deadline for approval of new GNSS FR's	August 27 th , 2019
Unofficial training	August 24 - 27 th , 2019
Official training	August 28 - 30 th , 2019
Registration period	August 28 - 30 th , 2019 Technical
inspection period (Scrutineering)	August 29 - 30 th , 2019
Configuration change closes	August 30 th , 2019 at 20:00
Mandatory safety and operation briefing	August 31 st , 2019 at 11:00
First official Team Captains briefing	August 31 st , 2019 at 10:00
Opening ceremony	August 31 st , 2019 <i>time to be defined</i>
Contest flying	September 1 st - 7 th , 2019
Closing Ceremony and Prizegiving	ASAP after completion of last flying day

Competition Officials

Championship Director (CD)

Aldo CERNEZZI

IGC E-Glide working group representatives

Brian SPRECKLEY, Angel CASDO

Deputy Director (DD)

Romeo MONTI

Task Setter

Aldo CERNEZZI

Chief Scorer

François ROBERT

Meteorologist

Ezio SARTI www.meteowind.com

Flight Operation Director

Gianni SPREAFICO

IT administration

Daniele BONVICINI

Webmaster

Lorenzo LEVANTI

Competition Organisers

Aero Club Pavullo on behalf of the IGC

Addresses for Correspondence and Entries Aero Club Pavullo

Via Luigi Teichfuss 6 – 41026, Pavullo nel Frignano (MO) - ITALY

E-mail: amministrzione@aeroclubpavullo.it; Web: www.wgc2019.it

B) GENERAL

1.1 Additional objectives of the Competition

Additional objectives of this Championships are to:

- Investigate the feasibility, potential, and all other factors of a new competition formula based on allowing regulated use of electric MOPs during the sporting performance
- Promote sport of soaring in Italy
- Promote the region as a tourist and cultural destination
- Confirm the cooperation between the club, the airport and the local community

1.3.1 Competition classes

The contest will be held in the following class:

- Handicapped class, wingspan limitation of 18m max, reserved to single-seaters equipped with any electric powered Means of Propulsion

1.4.2 Additional safety rules

All necessary additional safety rules will be mentioned in the general Self-briefing or at the briefing for the day. Such safety rules are part of the Local Procedures and will be provided in written form on competition website or on the task sheet if appropriate.

Irrespective of any provisions in the Sporting Code, Competition Rules - Annex A, Local Procedures, Task Sheets, Competition Management decisions etc., the pilot remains solely responsible for the glider, its operation, and compliance with legal requirements and air traffic law.

In participating in the competition, all pilots commit themselves to fair sportsmanship and to the highest possible degree of mutual respect. Air safety (including the other competitors' safety) has absolute priority in any circumstances.

In case of a serious accident, a competitor who witnesses or becomes aware of the accident shall immediately communicate the information to the CD directly or through other competitors and carry out any action useful to the rescue. If the accident implies rescue action by one or more competitors, the CD, once informed of the fact, will announce the cancellation of the task by radio.

Safety comments are welcome; comments are welcome at any time from any contest participant – captains, pilots, crews and others. They can be directed to the **Safety Committee**, the **Championships Director**, or any **competition official**; this can also be done anonymous.

Organiser appeals on pilots to **perform pre-flight check daily** in accordance with prescribed regulations. In the case that maintenance tasks must be executed, release to service by a qualified person (Certified Staff) must be performed.

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

1.4.5.2 Control point file format

The official Control Point file [start, finish and turn points] will be published on www.wgc2019.it and on Soaringspot (contest page, Download section) in CUP format (SeeYou). Other formats may also be published but the official one is CUP format.

1.4.5.3 Use of sporting limits and contest area altitude limit

Sporting Limits and Contest Area Altitude Limit will be used and described in the Airspace File.

The airspace file will be published on www.wgc2019.it in TXT format (Open Air). The airspace may be

published in other formats, but the official format is Open Air format.

Infringements of the published forbidden airspaces will be penalized according to the list of approved penalties in SC3a 8.7 ranging from outlanding to disqualification.

3.5.4 a. Additional documentation required

The following documents shall be presented at arrival registration:

For all Team Members:

- Countries that require visa to enter Italy (ITA) must obtain it by their own means in due time. If invitations are needed, organisers will provide such documents.
- Documentary proof (in English, or Italian languages) of personal medical insurance (see 3.6.2)

For Pilots:

- Proof of nationality or certificate of residence (FAI General Section 3.7)
- ID card or passport
- FAI Sporting Licence, valid for the year of the event to be registered on FAI website

Note: Only the FAI sporting licences database is the official control system. Organiser will check all entries at least 3 weeks before the championships start. In case of missing valid registration relevant team captain will be informed to correct it.

- Pilot Licence or equivalent document and pilot's Logbook, valid for the country in which the pilot's glider is registered and for flying in the competition area (ITA)
- Valid Radio communications licence
- Valid Medical certificate, compliant ICAO Class II
- A Therapeutic Use Exemption (TUE) if, due to health problems, the pilot is taking any medicines that are on WADA's prohibited list.

For the Sailplane:

- Registration Certificate
- Certificate of Airworthiness, Valid ARC or Permit to Fly valid for ITA for the championships period
- Valid weight and balance sheet of the glider
- Flight manual and Logbook
- Third party insurance certificate with required coverage (see 3.6.1)

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

Pilots are responsible to carry the following documents on board the sailplane:

- Proof of nationality or certificate of residence (FAI General Section 3.7); ID card or passport
- Valid Pilot Licence or equivalent document, radio licence and pilot's logbook
- Valid Certificate of Airworthiness and Airworthiness Review Certificate or Permit to Fly
- Certificate of Registration
- Glider radio licence
- Glider Flight Manual and Logbook
- Proof of third-party insurance coverage for the glider

- Aeronautical Chart with current ICAO situation

3.6 Insurance

Competitors' and all team members' attention is drawn to the FAI Sporting Code, Annex A, Section 3, part 3.6, paragraphs.

3.6.1 Third party insurance cover

Third Party Liability 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

** Note: SDR means "Special Drawing Right" as defined by the International Monetary Fund. To view the current conversion rates from SDR's to other currencies see: www.imf.org/.*

Documentary proof of insurance shall be made available to the organiser in Slovak, Czech or English languages.

3.6.2 Personal medical insurance

Personal medical insurance is required without exception for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member's country of residence. Pilots shall ensure that their coverage extends to accidents and injuries sustained in gliding competitions.

D) TECHNICAL REQUIREMENTS

4.1.1 c, d. Additional equipment, markings

All instruments, PDAs, GPS navigators etc. must be firmly mounted on the instrument panel or in the canopy in such a way that neither the pilot's vision nor emergency opening of the canopy and bail-out are affected. "Loose equipment" such as a knee mounted devices are prohibited.

High visibility marking is recommended.

FLARM: The installation and use of a proximity warning device (FLARM) is **MANDATORY**.

- At technical inspection competitors will be required to demonstrate that the FLARM is operational
- Any FLARM must remain operational during all flights in order to improve safety

According Annex A, Article 4.2.1 pilots **MUST** present at least two safety devices acc. Appendix 2 at technical inspection.

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

Oxygen: Not required

Emergency Locator Beacons

Pilots are recommended to carry an ELT, EPIRB, Spot or similar satellite location device. If protected by password, all access details of the online tracking page must be provided to the Organiser in order to guarantee access to position data in case Search and Rescue need to be activated.

4.1.2 Instruments that must be removed from the sailplanes

The following instruments shall not be carried on board:

- Gyro instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g., Bohli and Schanz KT1 or other gimballed compasses, turn and bank indicators).
- Any Artificial Horizon

Software artificial horizons integrated with FR (glide computers) 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.

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

4.1.2 b Technical inspection (Scrutineering)

During the practice period all gliders must pass an acceptance check to verify compliance with the rules. Schedule will be announced before registration. Checking will be done in the hangar.

The Organiser asks pilots to provide scans of following documents prior to their arrival (till August 20th, 2019) to prepare the scrutineering process:

- Registration Certificate
- Certificate of Airworthiness, Valid ARC or Permit to Fly valid for SVK, CZE, POL, HUN for the championship period
- Valid weight and balance sheet of the glider
- Third party insurance certificate with required coverage (see 3.6.1)
- Pilot Licence (or equivalent document) and medical certificate

SAFETY REQUIREMENTS DURING TECHNICAL INSPECTION

Pilots will be required to:

- Demonstrate a simulated emergency cockpit egress.
- Demonstrate compliance with at least 2 of the safety features listed in SC3a Appendix 2

Feedback is welcomed to improve/modify the list of safety

4.2.2 Procedures for checking aircraft take-off mass

Initial weighing

The organisers will initially provide the following weighing operation during the scrutineering. The results of this operation will be recorded and made available to the pilot concerned:

- **Glider at maximum wing-loading assigned for this competition event by the Organisers (45 kg/m²)** with pilot and parachute, all batteries, tie-down equipment, additional clothing. Disposable ballast may be added or dumped in order to adjust the wing-loading. 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, oxygen bottles (if pilot wants to use

oxygen) plus canopy cover, wing/fuselage/tail covers etc. that would normally be on the glider when towing out.

This configuration is recorded and is required at weighing control each day, no variation. Reference weight with and without covers will be registered.

The tail wheel weight will be recorded for future comparison; tow out equipment will be photographed 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 described 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 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 dump 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 (e.g. 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 a Steward.
- 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.

4.3.1 Contest number

The contest numbers, as validated by Organisers, shall be displayed:

- On both sides of the tail fin and/or rudder. These should be at least 30 cm high
- On the glider trailer and crew car

4.3.3 Modification of contest number

The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing, of low contrast or otherwise illegible.

Competitors not complying with the Organiser's requirements shall be denied competition launches.

E) GENERAL FLYING PROCEDURES

5.2 Briefing, units of measurement

A **briefing** will be held each morning during the official practice period as well championship flying period. The Organiser may (due to the meteorological or operational reasons) change the time of briefing.

Team captains' briefing will be held half an hour before the pilots' briefing.

All pilots shall attend the official briefings except a competitor who is unable to attend, for reason outside his control – shall be represented by his/her TC.

All pilots are obliged or strongly encouraged to attend all safety briefings.

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

<u>Speed</u>	will be expressed in kilometres per hour (km/h).
<u>Vertical speed</u>	will be expressed in meters per second (m/s)
<u>Mass</u>	will be expressed in kilograms (kg)
<u>Tracks and radials</u>	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. Any breach of this protocol must be reported to organisers.

5.3.1 a. Radio communication required for contact with air traffic services

Transmissions may only be made on frequencies specified by the organisers. Frequencies will be a part of the Self-briefing and will be mentioned also on the task sheet

5.3.1 c. Radio frequencies to be used during the Championships

For the championships, the following frequencies will be used:

Call sign **PAVULLO RADIO - CHANNEL 124.980** - for launches and re-landing during launches will be activated 15 minutes before the planned take off.

Pilots are obliged to:

- Activate CHAN 124.980 before the beginning of the take off.
- Stay on CHAN 124.980 during the launch and re-landing during launches until they have left the release area

Air-to-Air national gliding frequency (for safety related communications) - **FREQ 123,375 MHz**.

Pilots are obliged to set **FREQ 123,375 MHz**:

- After leaving the release area and during any phase of the flight that may require to communicate with other gliders for safety matters;

TEAM FREQUENCIES (The list of FREQ will be announced before the training period) – frequencies for all team communication related to the contest.

5.4. d. Control procedures

Rule 5.4.d will be implemented for motor-gliders, regardless of the type of power plant. Competitors must provide evidence of MoP detection to the satisfaction of the Scorer and CD for each flight recorder to be used for scoring.

F) COMPETITION PROCEDURES

7.1 e. Requirements for dumping water ballast on the grid

Competitors can dump ballast after passing through weight control and before arriving on the launch grid on runway. Discharging water on the grid is not allowed.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Map will be available in the Self-briefing or as an Annex to these LPs.

7.3.2 Launch procedures for motor gliders

Launch pattern and release zones will be published in graphic form in the Self-briefing and/or as an Annex to these LPs.

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 the Engine shut off zone. 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 CD.

7.3.2 a. Maximum altitude of climb after self-launch

Motor-gliders, after self-launching, must stop their MoP at the assigned release altitude, in the release zone of appropriate class.

7.3.2 c. Inflight procedures for motor gliders

Motor gliders that require a second (or third) launch may ask permission to the Competition Director to start their MOP in flight. A new launch must be approved by the organisers on the channel **124.980**.

7.3.3 Release areas and release heights

The release zones and altitude of each class will be announced before take-off **during the briefing**. In case of difficult/changing meteo conditions, the release area can be changed and will be communicated in the grid **at least 20 minutes before the first launch**.

7.3.3 d. Areas where continuous circling is regulated

Continuous circling is prohibited within Release Area **below altitude 1000 m AMSL**.

There is no requirement to circle in a set direction other than normal Rules of the Air, which requires circling in the same direction as gliders already in the thermal.

7.4 Starting

7.4.1 Definitions

Start Point is the midpoint of the Start Line

Start Time the time the competitor crosses the Start Line, interpolated to the nearest second

7.4.3 Start geometry

The Start Option for the championships is a Start Line. A straight line, symmetrical and perpendicular to the track to the first Turn Point or to the centre of the first area. **Length of the line will be 10 km, or as indicated on the Task Sheet.**

7.4.4 Start procedure

The Start Procedure will be as indicated on the task sheet and as described during the daily briefing. Valid procedures include, but are not limited to:

- Regatta Start, as per the Soaring Grand Prix formula
- Individual Start

7.4.5 a. Radio procedures for announcing the start

Call sign **PAVULLO RADIO - CHAN 124.980 MHz** will be used as a primary frequency to announce start.

7.4.5 c Closing

The start line or start ring shall normally be closed at 19:00 local time, or when all competitors are accounted

for. After the closing of the start line or start ring, no starts will be valid.

The start line can be closed earlier, on the last competition day, if it can be expected that finishes will be very late otherwise.

7.6.1 a. Instructions pertaining to real outlandings

A competitor who has landed out shall contact his/her team captain or dispatchers by telephone without delay giving them information as specified on the Outlanding Form. The team captain or his/her representative shall hand-in the information from outlanding form to the Organisers Information office) without delay and prior the sunset at the latest. The team captain may report outlanding via SMS messages or WhatsApp application in format specified before first contest day. Non-compliance may be penalised as per SC3a 8.7.

7.7.2 Finish geometry to be used

The finish will be a Finish Ring of 5 km radius, or as specified at briefing.

7.7.2 a. Minimum altitude for the finish ring

The minimum height for crossing the finish ring is 1000 m AMSL or as specified at briefing.

7.7.4 a. Finish procedures

Arrivals must be announced on the “Pavullo Radio” frequency **124.980 MHz**. For announcing the arrivals, the following phrases shall be used:

- At 10 km distance from the Finish: **Pavullo Radio (Competition number), (distance to Finish Circle in km)** - As soon as possible at 10 km from the Finish or last Control Point of the task used for aligning the sailplanes in the same direction for the final.
- After crossing the Finish Circle: **Pavullo Radio (Competition number), Five kilometers** -

After choosing the appropriate landing procedure, the pilot will say either:

- **Pavullo Radio (Competition number), DOWNWIND.** This is the preferred standard procedure due to the elevation profile of the valley. Or,
- **Pavullo Radio (Competition number), DIRECT LANDING.**

The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing.

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

Excessive manoeuvres and pull-ups or dives more than 25 m will be penalized as a safety violation at the discretion of the CD.

7.7.4 c. Closing the finish

The finish line will be closed at the end of legal daylight or when all competitors are accounted for.

7.9.1 Landing procedures

The landing frequency is the same as the finish frequency – **Pavullo Radio 124.980 MHz**.

Gliders landing straight in shall, during landing, proceed according to the instruction provided at briefing or received from finish officials on the airport 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 runway as possible.

Any sudden change in direction of flight or ground roll during landing procedure is strictly prohibited.
Gliders landing following a circuit must safely join final leg between other gliders making straight in approach.

7.10 Handling of flight documentation

During the training period, each competitor shall submit at least one valid flight log of each FR to the scoring system.

According to Annex A the proof of MoP detection must be done **at least once for each FR to be used.**

All flight documentation, including FR logs, shall be submitted after landing within **45 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.

Competitors are expected to download their FR's themselves and deliver the IGC file in the secure mode via online check-in or email.

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:

- 1000-Points Scoring System, or the Elapsed total time.
- SeeYou software in the latest version, or other as indicated by the Organisers

H) PROTESTS

9.2.3 The amount of the protest fee

The amount 100 EUR as a protest fee will be applied.

I) PRIZEGIVING

10.2.1 Requirements for flags, discs and tapes

Every team shall have made available the same number of flags (200 x 150 cm) for the closing ceremony as the number of team's pilots in the (Club, Standard, 15m) class.

ANNEX A: handicap list

The 2019 edition of the E-Glide test event shall use the following handicap factors.

Ventus 3 FES	18m	120
HpH 304 ES	18m	118
Discus 2cFES	18m	116
LS-8 eNeo	18m	116
GP15 SE Jeta	15m	115
Discus 2cFES	15m	113
LS-8 eNeo	15m	113
Silent Electro		97

- End of Document -