



30th FAI World Gliding Championships 2008

Open – 18m – 15m Classes

Local Procedures

May 2008

Herbert Maertin
Championships Director

LOCAL PROCEDURES

FOR THE 30th WORLD GLIDING CHAMPIONSHIPS

Luesse / Berlin, Germany 2008

PART A - CHAMPIONSHIP DETAILS

Name of the Event

30th FAI World Gliding Championships 2008
August 02 – 16, 2008
Luesse/Berlin, Germany

Location of the Event

Luesse airfield, Germany
Pos. 52° 08' 30" N 12° 39' 44" E
Elev. 66 m / 215 ft MSL

Time Schedule

Preliminary Entries due	January 15, 2008	
Bulletin No. 2	January 31, 2008	
Final Entries and Entry Fees due	March 31, 2008	
Local Procedures	May 2008	
Bulletin No. 3	May 2008	
Deadline for Class Change	May 15, 2008	
Deadline for approval of new GNSS FRs	June 01, 2008	
Airfield closed for training flights	July 01 – July 25, 2008	
Unofficial Training (Sat - Mon)	July 26 – July 28, 2008	
Registration (Sun – Fri)	July 27 - August 01, 2008	9:00 - 18:00
Technical inspection for gliders (acceptance check)	July 27 – July 31, 2008	9:00 - 18:00
Deadline for substitute pilots' acceptance	July 28, 2008	
Official Training (Tue - Fri)	July 29 - August 01, 2008	
Configuration change closes	July 31, 2008	
First Team Captains Briefing	August 01, 2008	18:00
Opening Briefing; Airfield	August 02, 2008	11:00
Opening Ceremony; Market Place Belzig	August 02, 2008	16:00
Contest flying	August 03 - 15, 2008	
Air show (integrated in contest flying)	August 10, 2008	
Farewell party	August 15, 2008	20:00
Closing Ceremony and Prize Giving	August 16, 2008	10:00

Competition Officials

Championships Director (CD):	Herbert Maertin
Deputy Director Rules & Regulations:	Fred Gai, Natalie Lübben
Deputy Director Task Setter:	Klaus Engelhardt
Scoring:	Nicola Botta (Chief), Klaus Langelüddeke
Meteorology	Erland Lorenzen, DWD
Flight Operations	Ronald Liepold
Administration/Competition Office:	Gismut Schroeder, Detlev Graupner
Public relations:	Annette Reichmann, Stefan Maikowski
Webmaster:	Daniel Moeller, Michael Reiff

International Jury

President	Tor Johannessen (Norway)
Member	Roland Stuck (France)
Member	Karl Klossok (Germany)

Stewards

Chief Steward	Dick Bradley (South Africa)
Steward	Janusz Szczupak (Poland)
Steward	Hannes Linke (USA)

Addresses for Correspondence and Entries

All correspondence is to be addressed to the Organisation Committee:

FCC Berlin e.V.
Droysenstraße 5
10629 Berlin, Germany

E-mail: administration@wgc2008.org
Phone: +49 30 89048457
Web site: www.wgc2008.org

Address during the Championships

World Gliding Championships
FCC Berlin e.V.
Am Flugplatz
14806 Luesse, Germany

E-mail: administration@wgc2008.org
Phone: +49 33841 31339
Fax: +49 33841 34931
Web site: www.wgc2008.org

PART B - GENERAL

1.3. CHAMPIONSHIP CLASSES

1.3.1 Competition Classes

The 30th World Gliding Championships will be held in the following classes according to Chapter 7, Section 3 of the FAI Sporting Code:

Open Class
18m Class
15m Class

1.4. RESPONSIBILITIES OF THE ORGANISERS

1.4.1 Additional Safety Rules

Additional safety rules may be imposed and announced at championship briefings. Such safety rules are considered to be part of the Local Procedures and will be provided in written form to Team Captains 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 championships, 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 observes 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 for 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.

PART C - NATIONAL TEAMS

3.4.2 Entry Fee

The entry fee is 950 € per participating glider and covers all operational costs during the competition except: aero tows, landing fees for self launching motor gliders and National Team office (container).

The entry fee must be paid in full by bank transfer to:

Account holder:	Deutscher Aero Club e.V.
Bank:	Deutsche Bank AG Braunschweig
Country:	Germany
S.W.I.F.T/BIC:	DEUTDEDB270
IBAN:	DE91 2707 0024 0344 4999 22

The latest date for payment is March 31, 2008.

Aerotow Fee is:

45 € for 15m class, 50 € for 18m and Open class per launch up to 600m AGL. Aerotow fee change is reserved subject to fuel price development.

Landing Fee for Self Launching Motor Gliders is:

5 € per landing.

3.4.3 a Number of Allowable Entries per NAC

Each NAC may enter up to 2 pilots and 1 substitute pilot in each class. The current World Champions in the three classes and the current Women's World Champion in the 15m class are automatically qualified and will be admitted in addition to the above mentioned quota. However, they must be entered by their NAC.

Substitute pilots can replace a nominated pilot in case of a withdrawal provided that the final entry form has been submitted by March 31, 2008, and the entry fees for the officially entered pilots have been received.

3.4.3 b Total Number of Allowable Entries

The number of allowable entries is limited to 130 total (plus 4 World Champions), with a maximum of 40 (plus World Champion) in the Open class, and a maximum of 45 (plus World Champion/s) in the 15m and 18m classes. If the Open class does not reach the maximum, up to 50 pilots may be accepted in the 15m and/or 18m classes up to the total maximum of 130 (plus 4 World Champions).

3.4.3 c Procedures for Managing More Than the Allowable Entries in Each Class

If the number of entries exceeds the total number of allowable entries, starting rights will be allocated according to the following procedure:

For each class,

1. entries for which entry fees have not been paid in full by March 31, 2008 are rejected. If the remaining number of entries exceeds the maximum number of allowable entries for that class, then:
2. starting rights for the 2nd pilot of nations which are not listed in the Country Ranking of the IGC Ranking List valid on March 31, 2008 are rejected. If the remaining number of entries exceeds the maximum number of allowable entries for that class, then:
3. starting rights for the 2nd pilot of nations which are listed in the Country Ranking of the IGC Ranking List valid on March 31, 2008 are rejected in ascending order, i.e., upwards starting from the last ranking position until the maximum number of allowable entries per class is reached.

3.5 REGISTRATION

3.5.1 a Additional Documentation Required

The following documents shall be presented at registration:

For all Team Members:

- 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); ID card or passport
- Pilot Licence or equivalent document, valid for the country in which the pilot's glider is registered, or valid in Germany
- Valid medical certificate, if required by the pilot's licensing country
- FAI Sporting Licence, valid for the year of the event
- 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
- Valid Certificate of Airworthiness or Permit To Fly
- Valid weight and balance record
- Third party insurance certificate with required coverage (see 3.6.1)
- Valid FR calibration certificate for primary and secondary FR issued after August 16, 2006

3.5.4 b Documents to Be Carried on Board the Sailplane

The following documents shall be carried on board during all flights:

- Registration Certificate
- ID card or passport
- Valid Pilot Licence or equivalent document
- Valid Certificate of Airworthiness or Permit to Fly
- Proof of Third Party Insurance coverage
- Flight Manual and Glider Log Book

3.6 INSURANCE

3.6.1 Third Party Insurance Coverage

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/.

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. Pilots shall ensure that their coverage extends to accidents and injuries sustained in gliding competitions.

PART D - TECHNICAL REQUIREMENTS

4.1.1 Mandatory Additional Equipment

No additional equipment is required for the sailplane.

The installation and use of a proximity warning device (FLARM or equivalent) is strongly recommended.

PDA’s, GPS navigators etc. must be firmly mounted on the instrument panel or in the canopy in such a way that the pilot’s vision is not affected. “Loose equipment” such as a knee mounted PDA or GPS is prohibited.

Each competitor and Team Captain must have a serviceable mobile telephone.

4.1.2 b Instruments that Must Be Removed from the Sailplane

The following instruments may not be on board the sailplane:

- Any type of artificial horizon
- Gyro instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g., Bohli and Schanz compasses, turn and bank indicators).

4.1.2. note High Visibility Markings

No requirements.

Carriage of GNSS Data Transmitters for Public Displays

The organisers may require competing sailplanes to carry GNSS data transmitters to enable public display of GNSS flight records during competition flights. Pilots will be advised at briefing, before the equipment is installed.

Carriage of Adhesives

The organisers may require one or more adhesives of the WGC 2008 sponsor/s to be attached on each glider. These adhesives must be carried until the end of the contest.

Carriage of Micro Videocameras

The organisers may require the leading pilots to carry up to 2 micro videocameras inside their cockpits. These will be installed by the organisers.

4.2.2 note Procedures for Checking Aircraft Mass

During the practice period all gliders have to pass a technical inspection to verify compliance with the rules. Schedule and detailed procedure for this check will be received at check in, which has to be completed before the technical inspection. Instructions for technical inspection are contained in Appendix II.

The glider will be weighed ballasted to its class or certified limit, with all removable equipment including parachute(s) on board. The pilot(s) will be weighed separately. Finally, the glider's **maximum reference weight** will be determined by weighing it, fully equipped and ballasted as above, on the main wheel only, in the "tow out" configuration, with the tow bar connected to the car or supported by other means.

On all competition days, each glider has to pass a weighing station where it will be weighed in its "tow out" configuration with all removable equipment. A glider exceeding its *maximum reference weight* will be required to discharge water ballast to conform to its *maximum reference weight* without incurring penalties.

Adding water ballast or fuel beyond the weighing station is prohibited. Any problems concerning water ballast or fuel when on the grid must be resolved under control of a Steward.

Any glider may be called for weight check at any time during the Championship. If the glider is found to be overweight during such a random check after the weight control, the pilot will be penalised.

Adding water ballast or fuel after a relanding must be performed in a designated area and a new weight check may be required before take off.

Drinking water for personal use is not considered to be part of the glider's take off mass.

PART E - GENERAL FLYING PROCEDURES

5.2 UNITS OF MEASUREMENTS

The metric system applies. Standard meteorological units apply. Time will be described as Local Time (= UTC + 2 hrs). Unless otherwise stated the following units will be used:

- Masses will be expressed in kilograms (kg)
- Distances will be expressed in kilometres (km)
- Speeds will be expressed in kilometres per hour (km/h)
- Vertical speeds will be expressed in metres per second (m/s)
- Tracks and radials will be expressed in degrees true north
- Heights will be expressed in metres (m) Above Ground Level (AGL); altimeter setting QFE.
- Altitudes will be expressed in metres (m) above Mean Sea Level (MSL); altimeter setting QNH.

For each competition day, the reference values of QNH (hPa) and the upper limits of the contest area (m MSL and ft MSL) for that day will be printed on the task sheet.

5.3.1 a Radio Communication for Contact with Air Traffic Services

Not applicable.

5.3.1 c Radio Frequencies to Be Used During the Competition

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

120,400	(Luesse Info)	for launch, towing, Finish Line, landing
120,850	(Luesse Competition)	for Start Line, competition
122,125	(Pilot-Pilot)	radio frequency allocated for flight safety (5.3.1.d)

Team frequencies will be published later.

PART F - TASKS

6.1 TASK OPTIONS

The following tasks will be set:

- Racing Task
- Speed Task – Assigned Areas.

PART G - COMPETITION PROCEDURES

7.1 THE LAUNCH GRID

7.1 a The launch grid order will be published on a daily basis. Each glider will be assigned a block (north or south) and a grid row. Block and row are mandatory. Having been weighted, gliders shall be towed along the central corridor between the blocks to their designated row. The outer slots in the rows shall be filled first so that access to the inner slots is not blocked.

7.1 d Requirements for Discharging Water Ballast on the Grid

No requirements.

7.2.2 Contest Site Boundary

The contest site boundary is as defined in Appendix I (Self Briefing).

7.3 LAUNCHING PROCEDURES

All gliders: flight recorders shall be switched on for at least two minutes before the first take off to establish an altitude baseline (5.4 d).

7.3.2 Launching Procedures for Motor Gliders

Self launching motor gliders: self launching motor gliders shall follow the prescribed climb out pattern (see Appendix I, Self Briefing) and shut down their MoP in the designated release area (see Appendix I, Self Briefing) at or below the maximum release altitude.

Aerotowing motor gliders: aerotowing motor gliders having a MoP capable of being started in flight (including sustainer MoP) have to start and run the engine for at least 30 seconds and at most

for 2 minutes, either before the launch or within 3 minutes after release, on a course line towards Luesse airfield. The MoP shall be shut down at or below the maximum release altitude.

Restart: motor gliders requiring a second (third) launch can avoid landing by (re)starting their MoPs in the southern downwind leg of Luesse airfield at a safe height but below 300 m AGL. The (re)start has to be announced on the frequency 120,400 MHz. The procedure is detailed in Appendix I, Self Briefing. After restart, motor gliders shall follow the prescribed climb out pattern and shut down their MoP in the designated release area at or below the maximum release altitude.

7.3.3 Release Areas

After the tow plane has rocked the wings, the competitor must release and turn to the right.

7.4.2 b (i) Start Line

The Start Line is a straight line, perpendicular at its midpoint to the course line to the first Turn Point or to the centre of the first Assigned Area. Length of the Start Line will be 10 km (5 km to each side of the midpoint).

7.4.3 Starting Procedures

The Start Line shall normally be opened 20 minutes after the take-off of the last glider in the class, which was in its specified grid position on time. This delay may be reduced to 15 minutes, or extended to 30 minutes.

The Organisers may delay or cancel the opening of the Start Line if they consider that the conditions are not suitable for the task to be flown safely, or due to changing (deteriorating or improving) weather conditions.

7.4.3 a Radio Procedures for Announcing the Start

Opening of the start will be announced on frequency 120,850 MHz after the last launch in each class as follows:

“The Start Line for XX class will be open in 20 minutes at (hh:mm), maximum start altitude is (m MSL, ft MSL); in 10 minutes; in 5 minutes”. And finally: *“The Start Line for XX class is now open, maximum start altitude is (m MSL, ft MSL)”.*

In case of delay or cancelling of the opening of the start gate for any reason, the following will be announced:

*“The Start Line for the XX class is delayed for XX minutes”, or:
“The Start Line for the XX class is cancelled”.*

7.4.3 b Start Altitude Limit

A start altitude limit, if imposed, will be announced at the briefing and specified on the task sheet in m MSL and ft MSL together with the reference QNH value (hPa) for the day.

The organisers may change, introduce or cancel the start altitude limit before the opening of the Start Line. The valid start altitude limit for the day is, for each class, the one announced at the opening of the Start Line. This limit will be given in m MSL and ft MSL based on the reference QNH value (hPa) specified on the task sheet for the day.

7.4.4 Validity of Starts

The Organisers may impose a closing time for the Start Line which will be specified on the task sheet as a period of time after the opening of the Start Line. A start after the closing time shall be deemed to be a start at the closing time of the Start Line.

7.4.5 Event Marker

No requirements.

7.6.1 Contest Area Boundary

The contest area boundary is defined in an airspace file that will be published on www.wgc2008.org. A map of the contest area in scale 1:500000 with airspace and waypoint information will be distributed at registration. The general upper limit of the contest area in Germany is FL 95, and in Poland FL 85.

Flying outside the contest area vertically or horizontally will be penalised as entering forbidden airspace.

Bird Sanctuary

Flights over the bird sanctuary northeast of Luesse airfield must observe a minimum altitude of 564 m / 1850 ft MSL.

Entering the bird sanctuary vertically or horizontally will be penalised as entering forbidden airspace. Any landing in the bird sanctuary will result in a day disqualification for the participant.

7.6.2 a Instructions for Real Outlandings

A competitor who has landed out shall contact his/her team captain without delay, supplying the information specified on the outlanding form. The team captain shall hand the completed outlanding form to the competition office without delay and prior to commencing the retrieve.

7.6.3 Virtual Outlandings

Powered gliders will be allowed to use their engine during the contest to avoid landing out, or after a "virtual outlanding".

7.6.4 Aero Tow Retrieves

Aero tow retrieves are permitted – either by organiser's facilities or by private arrangements - provided the sailplane has landed on a suitable airfield. Intention to make an aero tow retrieve by private arrangement must be reported to the organisers before commencing the retrieve.

7.7.1 a Finish Line

The Finish Line is a straight line perpendicular to the airfield's runway, of length 1000 m (500 m to each side of the midpoint). The coordinates of the midpoint of the Finish Line will be published with the Turn Points.

The Finish Line can be crossed in direct landing or speed finish. The procedures for direct landing and speed finish are detailed in Appendix I, Self Briefing.

During final approach and before crossing the Finish Line, pilots shall maintain a descending flight profile and cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.

Hazardous final approaches and manoeuvres when approaching and after crossing the Finish Line shall be penalised. The advice of the Stewards will be sought when setting penalties.

In speed finish, the minimum height before and at crossing the Finish Line is 50 m AGL. The maximum height at crossing the Finish Line is 300 m AGL. Gliders must have sufficient speed to safely complete a circuit without endangering other finishing gliders. They must give way to direct landings in final. Dangerous flying will be penalised.

7.7.3 a Finish Procedures

Pilots shall announce their arrival approximately 10 km away from the Finish Line, and report direct landing or speed finish 2 km away from the Finish Line on the frequency 120,400 MHz. The phrases are detailed in Appendix I, Self Briefing.

7.8.1 Landing Procedures

Landing procedures are detailed in Appendix I, Self Briefing.

7.9 FLIGHT DOCUMENTATION

During the training period, each competitor shall submit at least one valid flight log of the primary FR to the scoring system. For motor gliders, the flight log shall contain a valid engine run of at least 30 seconds.

GNSS flight records shall be uploaded to the scoring system no more than 30 minutes after landing (see 7.9.1), or in the event of an outlanding, immediately after arrival back at the airfield.

Outlanding certificates shall be delivered to the competition office immediately upon arrival back at the airfield.

If back-up documentation is required, it must be delivered to the competition office immediately (max. 30 minutes) after the pilot was notified.

7.9.1 IGC Files

IGC files shall be downloaded from the FRs by the competitors, stored on a standard medium (CF, SD card, USB stick, etc.), and uploaded to the scoring system via the terminals made available in the event center.

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

PART H –SCORING AND PENALTIES

8.1 a Type of Scoring System

1000 Point Scoring System will be used in the contest.

8.1.1 Scoring of World Team Cup

Team Cup will be scored according to the rules in FAI S.C. Annex A, 8.7.1 – 8.7.2.

8.2.4 Handicaps

Handicaps will not be used in the contest.

8.3.2 Penalty of Outlanding (M)

Outlanding penalty will not be used in the contest.

PART I –PROTESTS

9.2.3 Protest Fee

The amount of the Protest Fee is: 100 €

PART J –PRIZE GIVING

10.2.1 Requirements for Flags and National Anthem Discs

Each National Team shall supply a Compact Disc or digital music file of its national anthem, and at least two national flags measuring approximately 200 x 150 cm.

APPENDIX I

WGC 2008 OPERATIONAL PROCEDURES - "SELF BRIEFING"

This document which is part of the Local Procedures is a Power Point document showing towing, finish and landing procedures in detail. The document is available for download on the website www.wgc2008.org for the preparation of the registration at the airfield, the organisation of the airfield, and of the flight operations.

APPENDIX II

INSTRUCTIONS FOR TECHNICAL INSPECTION

Each competing glider shall be made available to the organisers between July 27 and July 31, 2008 (9:00 – 18:00 hs) for a technical inspection in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition, except that in Open class it is allowed to change complete wing panels and/or winglets.

Please book time for your technical inspection at the competition office during registration.

Please observe the following instructions for the technical inspection:

- The glider shall be in the configuration in which it will be flown in the competition
- All batteries in their normal positions
- Parachute and all equipment in cockpit
- No cloud flying instruments (4.1.2.b)
- Firmly mounted PDAs, GPS navigators etc. (4.1.1)
- Pilot and all co-pilots (if applicable) must be present
- The glider shall be loaded so as the sum of the empty mass + all equipment including parachute + water ballast + fuel (if applicable) is as close to maximum allowed take-off mass as possible.

It is recommended that the pilot knows the amount of water ballast on board.

The following take-off masses and limitations shall be enforced unless a lower maximum take-off mass is stated in the Certificate of Airworthiness or Permit to Fly:

- 15m Class 525 kg
- 18m Class 600 kg
- Open Class 850 kg

The following documentation and equipment shall be made available during the technical inspection:

- Valid Certificate of Airworthiness or Permit to Fly
- Approved Flight Manual
- Valid weight and balance record
- Tail dolly and tow bar.

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