



31st FAI World Gliding Championship

July 3rd – July 18th, 2010

PRIEVIDZA, Slovakia

Local Procedures



A CHAMPIONSHIPS DETAILS

Name of the Event

31st FAI World Gliding Championship
Prievidza, Slovakia 2010
Club Class, Standard Class, World Class

Location of the Event

Airfield Prievidza (ICAO code LZPE)
48 45.58 N; 018 35.12 E
Elevation: 260 m / 853 ft
Runway: 22 / 04 (950 x 115 m grass)
Frequency: 122,60 MHz

Time Schedule

Publication of Bulletin No. 1	November 20 th , 2009
Opening of On-line Registration	December 15 th , 2009
Preliminary Entries Due	February 25 th , 2010
Final Entries Due	April 1 st , 2010
Deadline for Approval of new GNSS FR	May 31 st , 2010
Unofficial Practice	June 26 th – June 29 th , 2010
Registration	June 29 th - July 1 st , 2010, 10 – 12 AM, 3 – 6 PM
Scrutineering	July 2 nd , 2010, 10 - 12 AM, 1 - 3 PM
Official Practice	June 29 th - July 2 nd , 2010, 9 -12 AM, 1 – 5 PM
First Official Team Captains Briefing	June 30 th - July 2 nd , 2010
Configuration Changes Close	July 2 nd 2010 at 6 PM
Opening Ceremony	July 2 nd 2010 at 8 PM
Contest flying	July 3 rd 2010 at 4 PM
Farewell Party	July 4 th - July 17 th , 2010
Closing ceremony and prize giving	July 17 th , 2010 at 8 PM
	July 18 th , 2010 at 10,30 AM

Competition Officials

Championship Director	Jozef Šnirc
Deputy Championship Director	Jozef Kutlák
Task Setter	Drahoš Sitár
Chief Scorer	Gabriela Beláková
Meteorologist	Ján Horák
Flight Operation Director	Ján Chudý
Administration	Luboš Jánošík, Lucia Sokolová
Webmaster	Miroslav Maťaš, Martin Ťapuška



**31st FAI World Gliding Championship
Prievidza, Slovakia 2010**

www.wgc2010.sk

FAI/IGC Officials

Chief Steward

Steward

President of Jury

Members of Jury

Roland Stuck (FRA)

Jaroslav Vach (CZE)

Visa-Matti Leinikki (FIN)

Janusz Szczupak (POL), Tadeáš Wala (SVK)

Addresses for Official Correspondence

(For all official and local matters)

Občianske združenie - Aeroklub letisko Prievidza

Letisková 8

971 03 Prievidza

SLOVAK REPUBLIC

Phone: +421 46 543 06 11; +421 46 543 81 12;

Fax: +421 46 543 81 11

E-mail: info@wgc2010.sk

Web: www.wgc2010.sk

B GENERAL

1.3 CHAMPIONSHIPS CLASSES

1.3.1 Competition classes

31st FAI World Gliding Championship will be held in the following classes as described in the main body of Section 3 of the Sporting Code, Chapter 7:

- Club Class
- Standard Class
- World 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 only in written form to all 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.

1.4.2 National requirements concerning doping test

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

C NATIONAL TEAMS

3.4.2 Entry Fee

The entry fee is **650 €** per participating glider and covers all operational costs during the Championships except aero-tows, landing fees for self launching motor gliders and National Team office.

3.4.3. Entries

At the deadline for final entries (1st April) we had received the following number of entries:

- 47 in the standard Class (including the World Champions)
- 50 in the Club Class (including the World Champions)
- 16 in the World Class (including the World Champion)

(See the list of pilots on our website <http://www.wgc2010.sk/index.php/en/teams>)

Since these numbers of entries are not higher than the maximum number of entries per class approved by the IGC, all these pilots will be allowed to participate, provided they have paid their entry fees.

3.5 REGISTRATION

3.5.4.a Additional documentation required

The following documents shall be presented at registration:

For all Team Members:

- Documentary proof (in English, Slovak or Czech 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
- Pilot License or equivalent document, valid for the country in which the pilot's glider is registered, or valid in Slovakia (more info on www.wgc2010.sk)
- Valid medical certificate, if required by the pilot's licensing country
- FAI Sporting License, 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 July 3rd, 2008

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

The organiser will require following documents to be carried on board the sailplane:

- Proof of nationality or certificate of residence (FAI General Section 3.7);
- Valid Pilot License or equivalent document
- Valid C of A or Permit to Fly
- Certificate of Registration
- Glider radio licence
- Glider Flight Manual and Log Book
- Proof of third party insurance coverage for the glider
- Aeronautical Chart ICAO 1:500 000 (BRATISLAVA 2231 ABCD)

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 to 3.6.3 inclusive.

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 SAILPLANE AND EQUIPMENT

4.1.1.a Mandatory additional equipment

PC connection cables for own GNSS Flight Recorders.

For the Team Captain, each pilot and at least one crew member a serviceable cellular telephone (GSM 900/1800 standard) is mandatory.

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

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 are affected. "Loose equipment" such as a knee mounted PDA or GPS are prohibited.

4.1.2.b Instruments that must be removed from the sailplane

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

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

4.1.2 note High visibility marking requirements

Not required.

4.1.2 note Carriage of GNSS data transmitters for public displays

The organisers may require the competing sailplanes to carry GNSS data transmitters in flight to enable the

public display of GNSS flight records during competition flights. Pilots will be selected and advised at briefing, before the equipment is installed.

4.1.2 note Carriage of Micro Video cameras

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

4.1.2 b Scrutineering

During the practice period all gliders have to pass a technical inspection to verify compliance with the rules. Schedule will be announced before registration. Checking will be done in the briefing hangar.

Each competing glider shall be made available to the organisers between June 29th - July 2nd, 2010, 9 -12 AM, 1 – 5 PM, for a technical inspection in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition. Please book time for your technical inspection at the competition office during registration.

Pilots are required to plan their practice days accordingly.

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

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)
- Securely and safely mounted PDAs, GPS navigators etc. (4.1.1)
- Pilot and all co-pilots (if applicable) must be present

4.2. MAXIMUM TAKE-OFF MASS

According to section 4.2.1 of Annex A, the following Maximum Take Off mass (MTOM) shall be enforced:

- Standard Class –525kg
- Club Class – No ballast permitted and MTOM limited to the lower of:
 - Maximum certified weight of non-lifting parts plus the weight of lifting parts (wings without any form of ballast;
 - Maximum certified Take-off mass without water according to the type Certificate Data sheet
- World Class - 300kg

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

4.2.2 Weighing Procedures

The glider will first be weighed ballasted to the maximum MTOM with the pilot and all removable

equipment including parachute(s) on board. Drinking water for personal use is not considered to be part of the glider's take off mass.

The glider's maximum reference weight will then 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.

Daily Weighing

On every competition day, 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 while still located at the weighing station 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 an organiser and/or IGC official.

4.3 CONTEST NUMBER

In order to facilitate the identification of the gliders, their tail numbers should be written in such a way that they can be read by eye at 100 meters.

If two contest numbers are identical, a competitor who entered later will be asked to change theirs. If the contest numbers can be easily confused, a competitor will be asked to correct or improve it.

E GENERAL FLYING PROCEDURES

5.1. GENERAL

5.1.1 Ground movement of people, cars, trailers and gliders

The airport maps - Picture 1 and Picture 2 - show the access roads and the areas reserved for gliders, trailers, caravans, visiting airplanes and motor vehicles. The pilots and their teams are kindly requested to comply with the following rules:

- The road marked in red on Picture1 must be used for both entering and leaving the airfield.
- All trailers and gliders have to be parked in the "T&G" parking area.
- "Campsite" is the area reserved for caravans and tents. The area is equipped with 220V power outlets.
- The participants in the championship may park their motor vehicles in the areas "P1", "P2" and "P3". The **speed limit** for all vehicles in the airport area is **20km.h⁻¹**.
- The area "AC" is reserved for the visiting airplanes. It is forbidden to park gliders or motor vehicles in this area.
- The gliders may be filled from water tanks in the parking area "T&G" or directly from the designated water station "W".

These rules are binding for all participants in the championship.

5.2 UNITS of MEASUREMENT

Unless stated otherwise, distances will be expressed in kilometres, heights in metres Above Ground Level (AGL), altitudes in metres Above Mean Sea Level (AMSL), speed in kilometres per hour (km.h^{-1}), vertical speed in metres per second (m.s^{-1}), mass in kilograms (kg) and headings or radials in degree true north.

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

Time will be described as a Local time (LT) - GMT + 2 hours.

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

Not applicable.

5.3.1.b Data transmission requirements

A portable/cellular telephone must be carried on board. Proximity warning device (FLARM or equivalent) is allowed to be used.

5.3.1.c Radio frequencies to be used during the championships

For the championships, the following frequencies will be used:

Call sign **PRIEVIDZA GROUND** - **FREQ 123.475 MHz** - for launches and re-landing during launches.

Will be activated 30 minutes before the planned start and will be deactivated by opening the start line for the last starting competition class:

- From beginning of the take off
- During the launch until they have left the release area
- In case of re-landing during take off

Call sign **PRIEVIDZA TRAFFIC** - **FREQ 122,60 MHz** - for all airport operations, line, finish line:

- After leaving the release area
- During the finishes and the landings, from at least 10 km away from the finish line until the sailplanes have been removed from the runway

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

5.3.1.d Frequencies allocated for flight safety

Frequency **122.60 MHz** (Call sign **PRIEVIDZA TRAFFIC**) and common emergency frequency **121.50 MHz** will be used for flight safety purposes.

F TASKS

6.1 TASK OPTIONS

The following tasks will be set during the championships:

- Racing Task
- Assigned Area Task

G COMPETITION PROCEDURES

7.1. THE LAUNCH GRID

The grid order for each class will be drawn by lots during the first briefing. Gliders will be gridded in rows of 6 gliders. The grid order shall be rotated by 2 rows from back to front after each Championship day.

The grid will open at 8.15 AM LT and will close 15 minutes before the beginning of the launch time announced during the briefing.

The gliders shall be moved to the grid “GRD” via the weight bridges marked “WE1”, “WE2” and “WE3” as indicated on the map. The gliders filled with water should use the “WE1” area. The motor vehicle used to move the glider to the grid will return to the parking area using the road shown on the map.

Gridding is organised by a person nominated by the organiser. The competitor must follow his/her instructions. If a pilot postpones his/her first launch on his/her own initiative or he/she is not ready when his/her turn comes he/she shall lose that launch. He/she shall move his/her glider behind the last row of its class as shown in Picture 3a and 3b.

7.1.d Requirements for discharging water ballast on the grid

Discharging water ballast on the grid is prohibited. Any problems concerning water ballast or fuel when on the grid must be resolved under control of Steward or an Organiser. The violation will be penalized.

7.2.2 Contest site boundaries

The contest site boundaries are airfield boundaries. (Picture 1, marked in red).

7.3 Launching Procedures

All gliders must have their flight recorders switched on for at least two minutes before the first take off to establish an altitude baseline (Annex A, FAI SC S3, 5.4 d).

Take Off Procedures

The take off procedure to be used will be announced during the briefing. However, the meteorological conditions may require the competition director to update the take-off procedure before the general take off.

- **A. Take-off from the runway 220** (Picture 4)

This procedure will be applied in case of Southern wind up to 5m.s^{-1} and Northern wind up to 4m.s^{-1} . The glider take-off direction is 220, tow planes landing in direction 040. If necessary, gliders may land back in direction 040.

- **B. Take-off from the runway 220** (Picture 5)

This procedure will be applied in case of Southern wind more than 5m.s^{-1} . The glider take-off direction is 220, tow planes landing in direction 220, if necessary gliders may land back in direction 220.

- **C. Take-off from the runway 040** (Picture 6)

This procedure will be applied in case of Northern wind more than 4m.s^{-1} . The glider take-off direction is 040, tow planes landing in direction 040. If necessary, gliders may land back in direction 040.

Where a glider's take-off is interrupted or the glider lands prematurely, the glider is moved back to the grid according to the depicted procedure for each take-off alternative.

7.3.2 Launch procedures for motor gliders

All gliders equipped with MoP (engine) shall comply with all the requirements for gliders and carry FR's which have an IGC-approved MoP function (ENL or other).

Self launching motor gliders shall follow the same climb-out path as the aero-towed gliders in their class and shall shut down their MoP in the designated release area at or below the maximum release high. The engine of self launching motor gliders must be started and run for a maximum two minutes before the launch.

Aero-towing motor gliders having a MoP must to start and run an engine for a maximum two minutes within 5 minutes after release.

Motor gliders requiring a second (or even third) launch must land before the new launch. The new launch has to be approved by the organisers on the frequency **123,475 MHz** and it shall be conducted reflecting the sequence of landing times of other gliders in the same class. After a new start, motor gliders shall follow the same climb-out path as the aero-towed gliders in their Class and shut down their MoP in the designated release area at or below the maximum release high.

7.3.2 Release areas

The gliders are releasing in the areas **"RA1", "RA2", "RA3", "RA4", "RA5", "RA6", "RA7" or "RA8"** (Picture 7) in maximum high 600m QFE.

The release areas for the given day will be specified during the briefing or will be updated before the start.

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

All gliders must circle **LEFT** within the area of **5 km** from airport's base point (this rule is valid before AND after crossing the start line). Any breach of this rule will be penalized.

7.4.2 Types and definitions of starts that will be used

The Start Options for the championships are:

- Start Line
 - (i) A straight line, as defined in rule 7.4.2.b.(i), or
 - (ii) An arc, as defined in rule 7.4.2.b.(ii).

7.4.3.a Radio procedures for announcing the start

For announcing the start on the competition frequency **122,60 MHz** following phrases (repeated once) will be used:

- **THE START LINE FOR (Club/Standard/World) CLASS WILL BE OPENED AT (time hh:mm), MAXIMUM ALTITUDE BEFORE OPENING OF THE STARTLINE IS (QNH high in meters)** - 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 LINE FOR (Club/Standard/World) CLASS WILL BE OPENED IN 10 (5) MINUTES, MAXIMUM ALTITUDE BEFORE OPENING OF THE START LINE IS (QNH high in meters)** - 10 (5) minutes before the opening the start for the class.
- **THE START FOR (Club/Standard/World) CLASS IS OPENED NOW, MAXIMUM STARTING ALTITUDE IS DELETED** - Just after the opening the start for the class.
- **THE START FOR (Club/Standard/World) CLASS IS DELAYED FOR (number) MINUTES** – As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time, if the start time will be delayed.
- **THE START FOR (Club/Standard/World) CLASS IS CANCELLED** - As soon as possible after the cancellation of the Day.

The team captain or his/her representative shall hand-in the information about the last valid start to the Organisers (Information office) within 30 minutes after each last pilot's start at the latest. Non-compliance may be penalised.

7.4.3.b Altitude procedures for the starts

The maximum altitude before opening the start line, expressed in **QNH**, will be announced at briefing every day. The possible change of the maximum altitude before starting will be announced using the phrases specified in paragraph 7.4.3.a.

Note: The reason for introducing of maximum altitude before starting is that there is a possibility of occasional wave conditions close to the start gates and with no altitude limit this situation can lead to advantage for pilots with early take off. This altitude limit will be finished at the time of opening of the start line for particular class.

7.4.5 Requirement for Event Marker

Not required.

7.6.1 Contest Area Boundary

Co-ordinates of the Contest Area boundary are included in the separate files, will be published on the web site www.wgc2010.sk to download.

7.6.2 Real outlandings

7.6.2.b Instructions for 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** (marked as mandatory).

The team captain or his/her representative shall hand-in the information from outlanding form to the Organisers (Air Traffic Office) without delay and prior the sunset at the latest. Non-compliance may be penalised.

7.6.4 Provision of and requirements for, aero-tow retrieves

Aero-tows from the fields are not permitted. Aero-tow retrieves will be permitted provided the glider has landed on certified airfield that is safe to perform tow out of and that allows the tug and the glider to be back at the contest site within the limits of legal daylight. Aero-tows of the competing gliders shall be provided only by the organiser, except in situations when the organiser delegates this activity to another local aero-tow operator. In case the aero-tow retrieve is to be used, suitable points in the outlanding report have to be filled in before handing in to the outlanding office.

7.7.1. Finishing procedures

Announcing of the arrivals will be done on the airport frequency **122.60 MHz**. For announcing the arrivals the following phrases shall be used at the place specified at briefing:

- **Prievidza TRAFFIC (Competition number), (distance to finish line in km)** - As soon as possible at 10km final or last control point of the task used for aligning the sailplanes in the same direction for the final.
- **Prievidza TRAFFIC (Competition number), (distance to finish line in km)** - at 2km final.

Those pilots who have decided for a direct landing will say:

- **Prievidza TRAFFIC (Competition number) DIRECT LANDING**

Those pilots who have decided for a speed finish, taking into account the altitude limits will say:

- **Prievidza TRAFFIC (Competition number) SPEED FINISH**

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

7.7.2 Types and definitions of finishes that will be used

The finish options for the championships are:

- **Finish Line.** The finish line (FL) is a horizontal line 1000m long (500 meters to each side from the middle) at the beginning of the runway in use and oriented 90 degrees to the runway direction. A white line will mark its position on the ground.
- **Finish Ring.** The finish ring will be a circle with a 3km radius from PRIEVIDZA ARP

7.7.1.a Minimum height and maximum altitude for the finish.

Except in case of direct landing, the minimum height for crossing the finish line is 50m AGL. (310m QNH). The maximum altitude for crossing the finish line is 1000m QNH.

Minimum height for crossing the finish ring is 50m AGL. (310m QNH). The maximum altitude for crossing the finish line is 1000m QNH.

Note:

The altitude for crossing the finish line will be checked on the flight records. Since this measurement may not be precise it is up to the pilots to take the right margin.

During final approach and/or before crossing the finish, 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.

7.8.1 Landing procedures

The landing frequency is the same as the finish frequency - **122.60 MHz** - call sign **Prievidza TRAFFIC**.

Pilots shall follow the landing instructions from the tower. As a general rule, direct landings will take place on the East part of the runway while speed finishes and landings after speed finishes will take place on the West part of the runway (see pictures). Pilots shall land as long as possible without changing direction. If several pilots are landing together, the first pilot will land as close as possible to the Eastern edge of the runway, the next pilots a little more to the West. Dangerous behaviour will be penalised.

- **040 Arrivals (Picture 8) – Approach from the South**

The gliders landing after a straight-in approach for the runway 040 should land according to the above mentioned procedure – in the last third of the runway as much to the **RIGHT** as possible (from the landing direction).

The gliders which are not landing after straight-in approach should enter the LEFT-HAND traffic pattern for the runway 040 (the organisers may change this rule during the briefing) and continue landing according to the radio instructions.

- **220 Arrivals (Picture 9) – Approach from the North**

The gliders landing after a straight-in approach for the runway 220 should land according to the above mentioned procedure – in the last third of the runway as much to the **LEFT** as possible (from the landing direction).

The gliders which are not landing after straight-in approach should enter the RIGHT-HAND traffic pattern for the runway 220 (the organisers may change this rule during the briefing) and continue landing according to the radio instructions.

7.9 HANDLING of FLIGHT DOCUMENTATION

During the training period, each competitor shall submit at least one valid flight log of the primary FR to the scoring system. On motor gliders having an MoP capable of being started in flight (including sustainers MoP) the engine must be started and run for a maximum of two minutes either before the lunch, or within 5 minutes after release if the motor glider is launched by aero-tow. This is required to provide positive record on the GNSS trace. The FR's must remain switched on following an engine run on the ground.

All flight documentation, including GNSS records, list of reached Turn Points, and outlanding certificates shall be handled in (according the instructions received from organiser) after landing within 30 minutes. Back up documentation shall be handled in within 60 minutes after pilot or team captain has been notified. Non-compliance may be penalized.

IGC files in secure mode 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 centre.

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, minimum until the next briefing for the flying day.

H SCORING

8.1 TYPE of SCORING SYSTEM

Scoring system for the championships will be:

- 1000-Points Scoring System

8.1.1 Scoring of Team Cup

The Team Cup will be scored according to the rules in FAI Scoring Code Annex A, 8.5.1 – 8.5.3.

8.2.4 List of Handicaps

Club Class

The IGC Handicap List published on the IGC website will be used.

I PROTESTS

9.2.3 The value of the protest fee

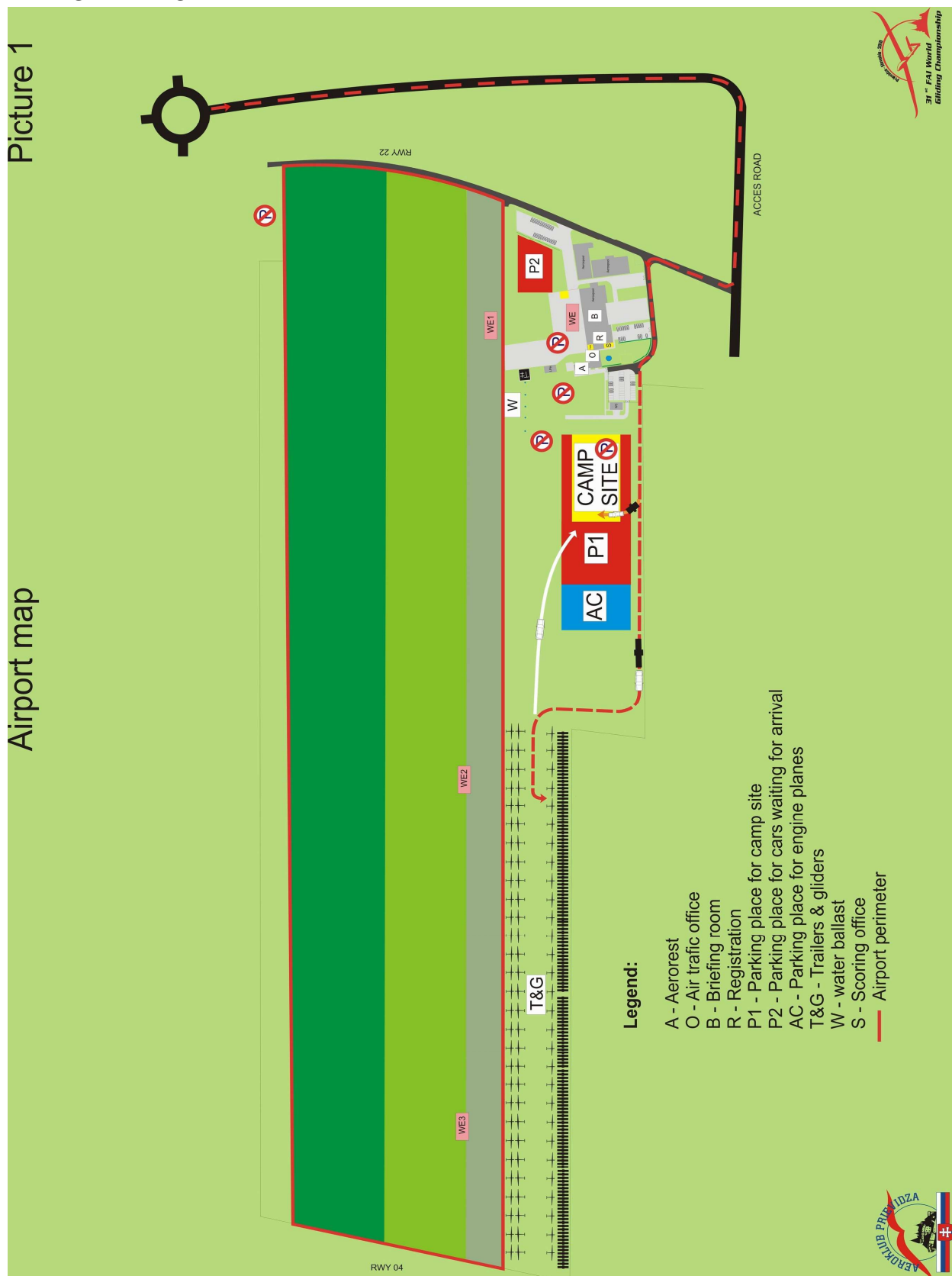
The value of the protest fee is **100 €**.

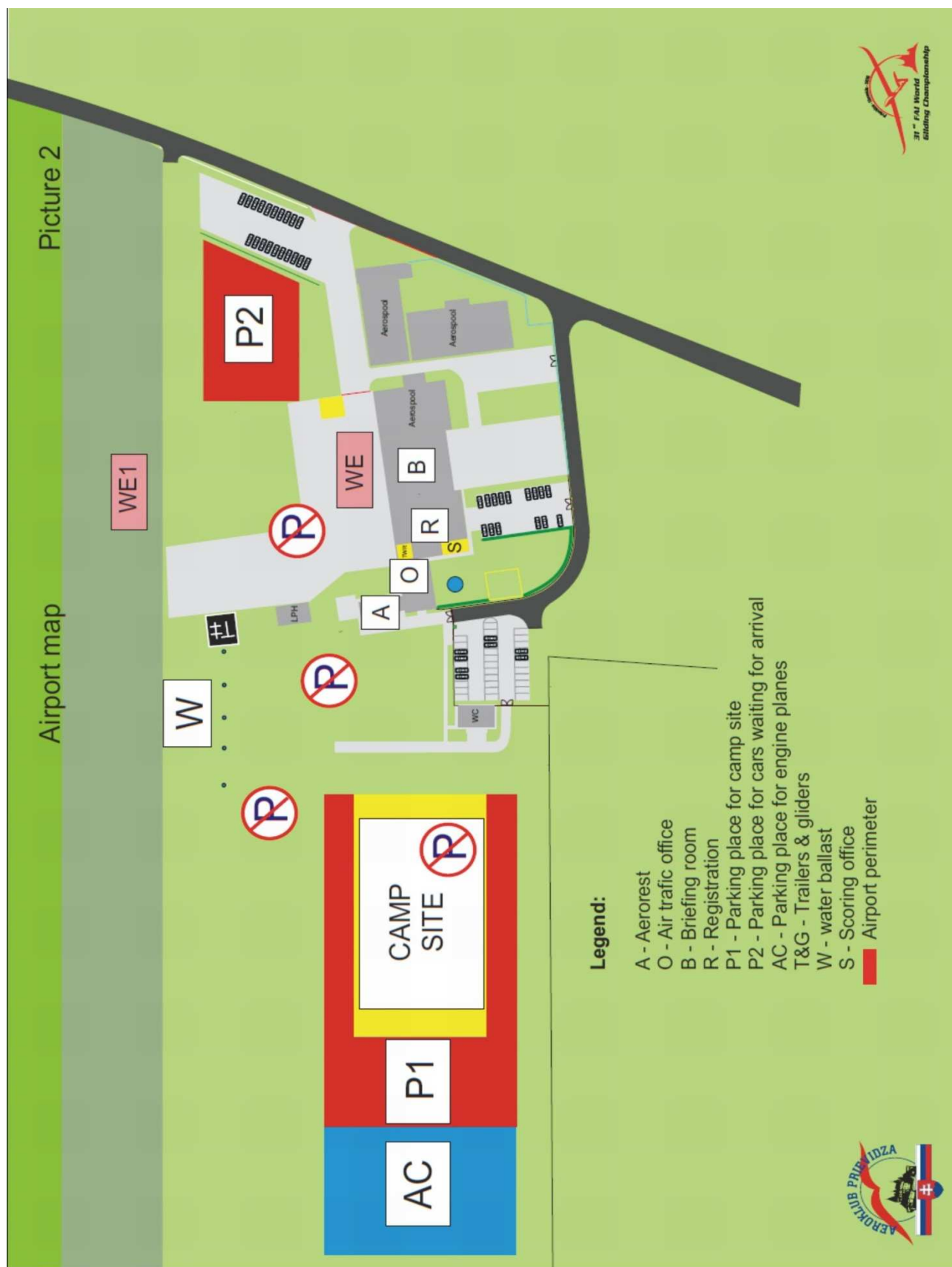
J PRIZEGIVING

10.2.1 Requirements for flags, anthem disc

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, World) class. Every team shall bring one copy of their national anthem on CD disc or audio file. The required material has to be made available upon request of the organiser at least one day before the Prize-giving Ceremony.

ATTACHMENTS





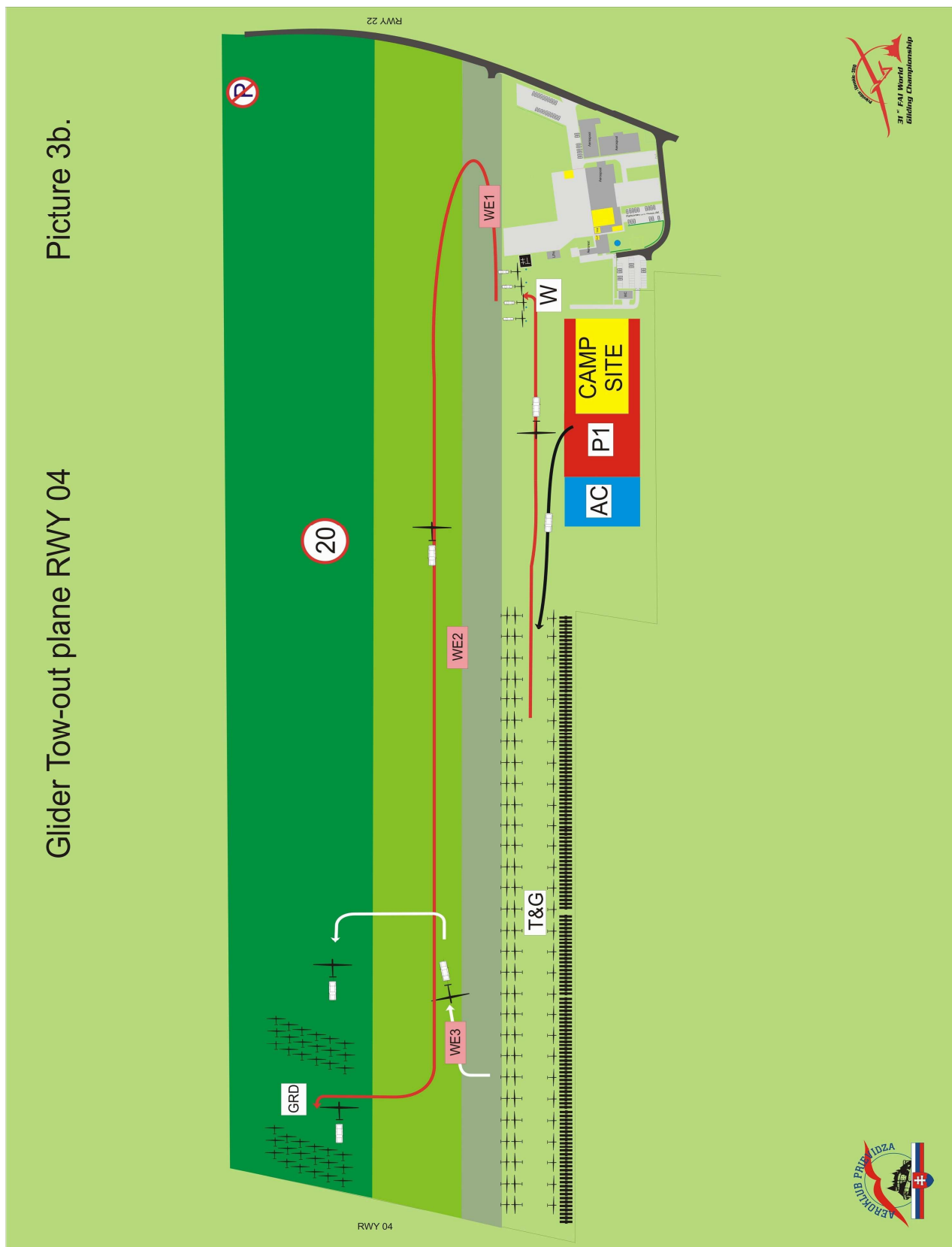
Picture 2



Picture 3a

Picture 3b.

Glider Tow-out plane RWY 04



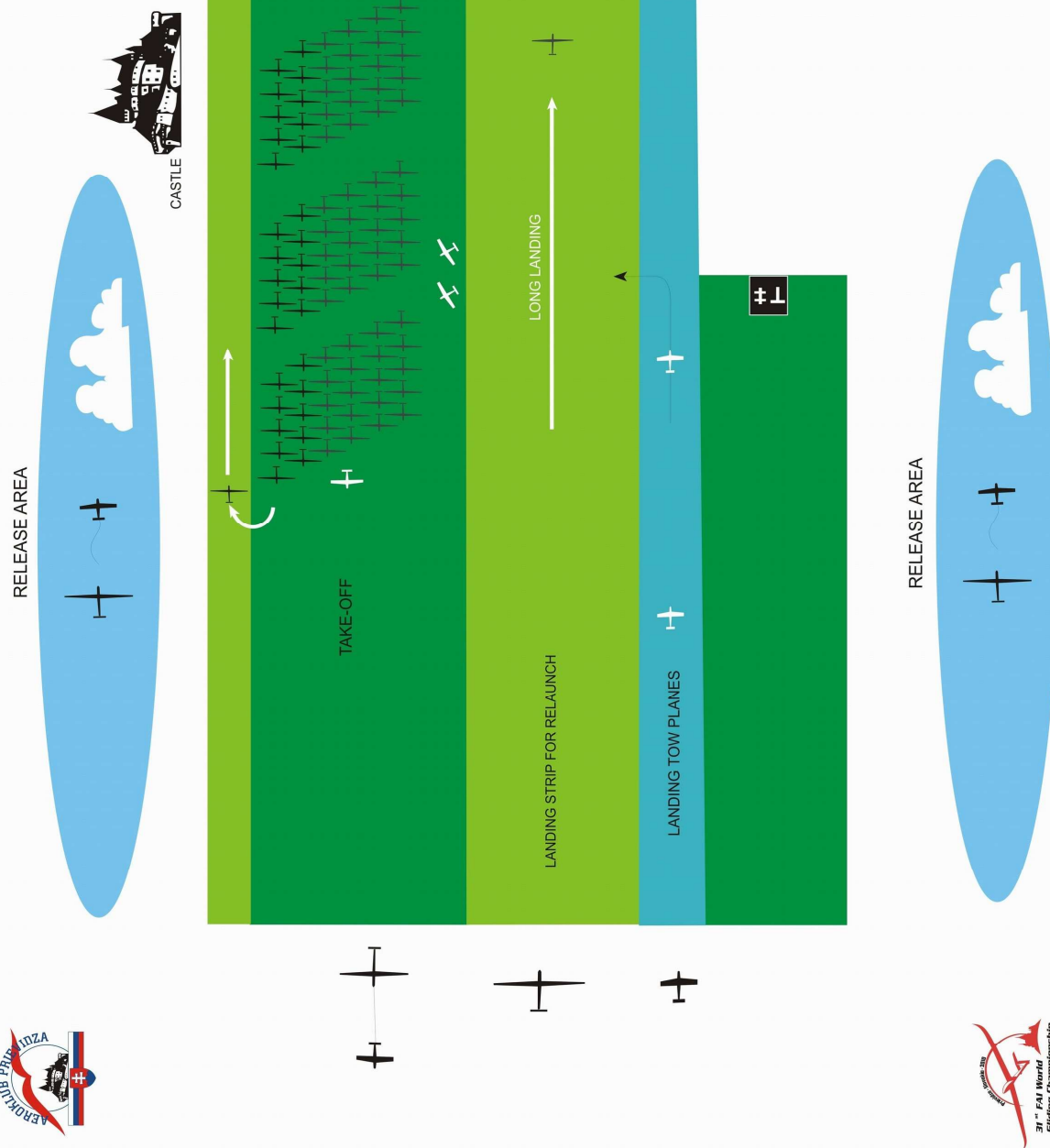
Picture 3b

Picture 4

A

RWY 22

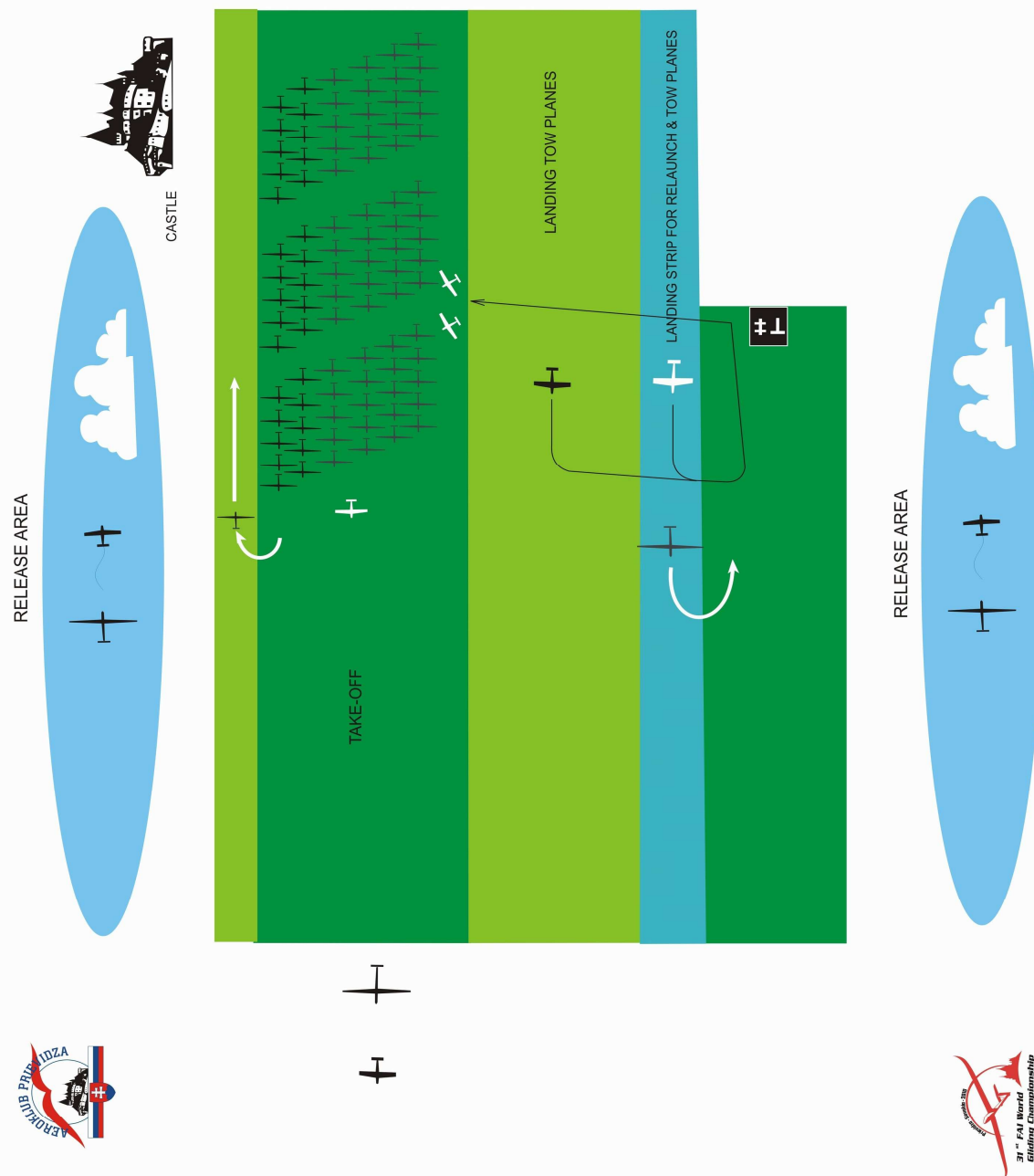
LAUNCHING
 AND AIR TOW
 PROCEDURES
 FOR RUNWAY
 22
 PRIEVIDZA AIRFIELD



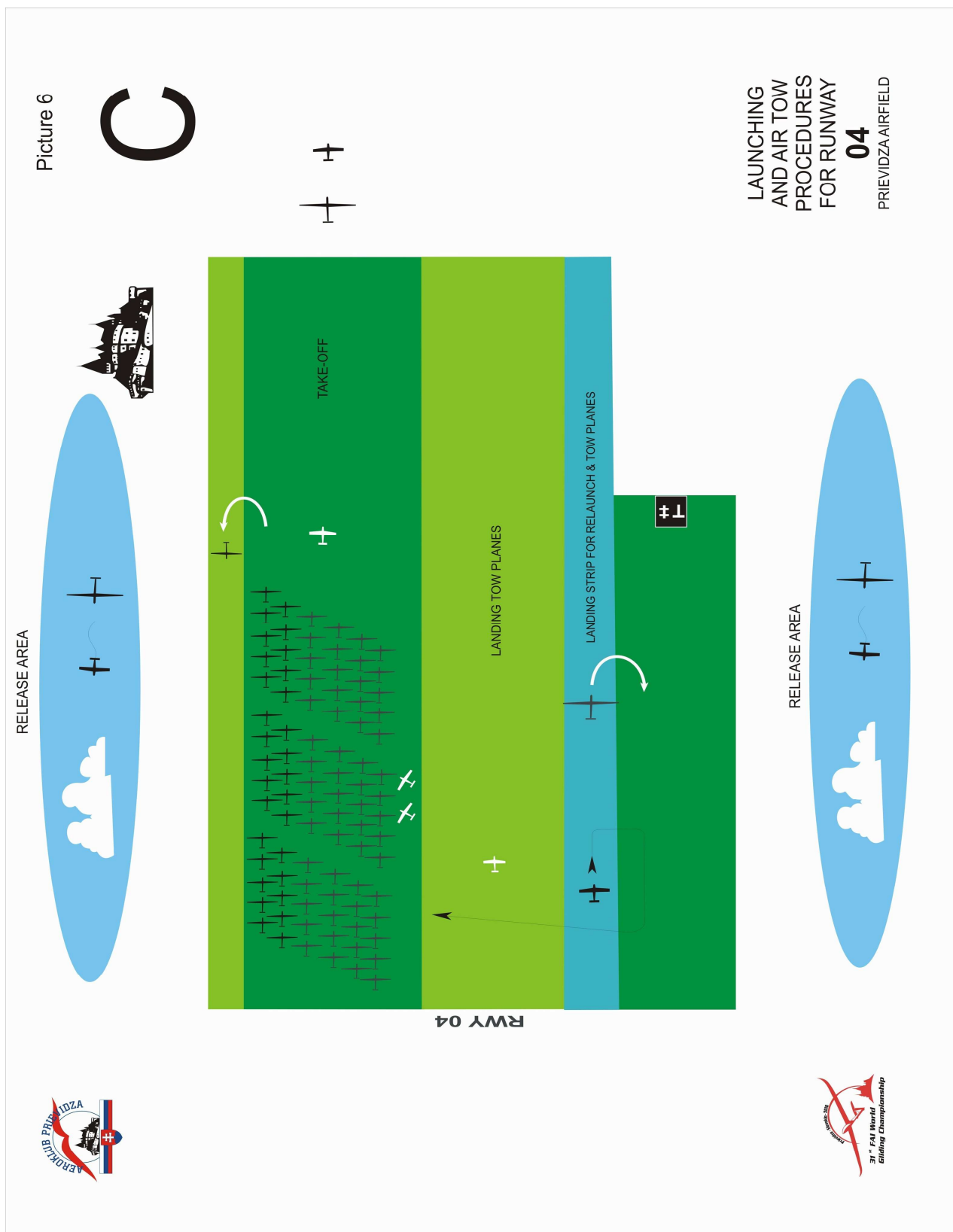
Picture 4

Picture 5

B



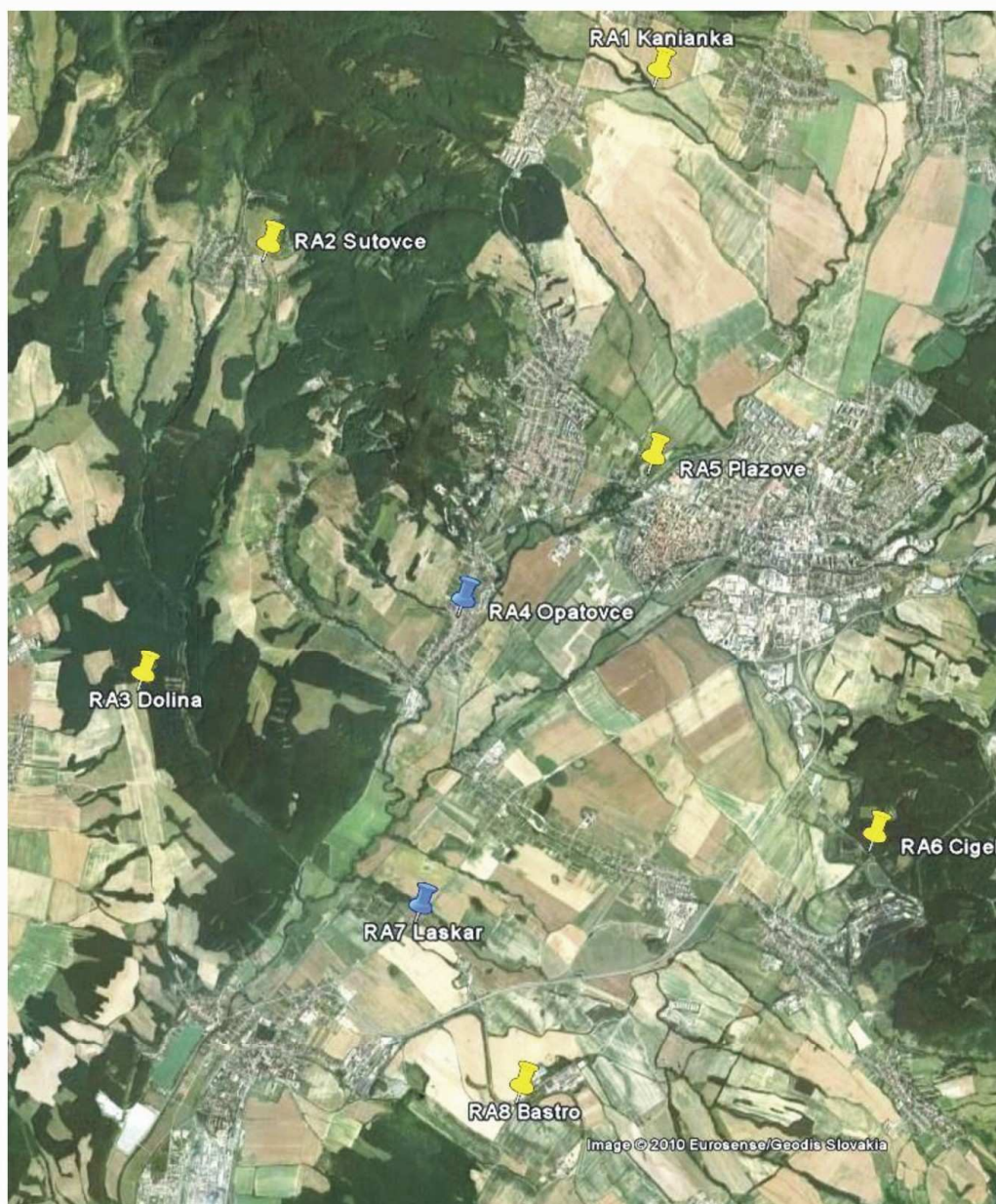
Picture 5



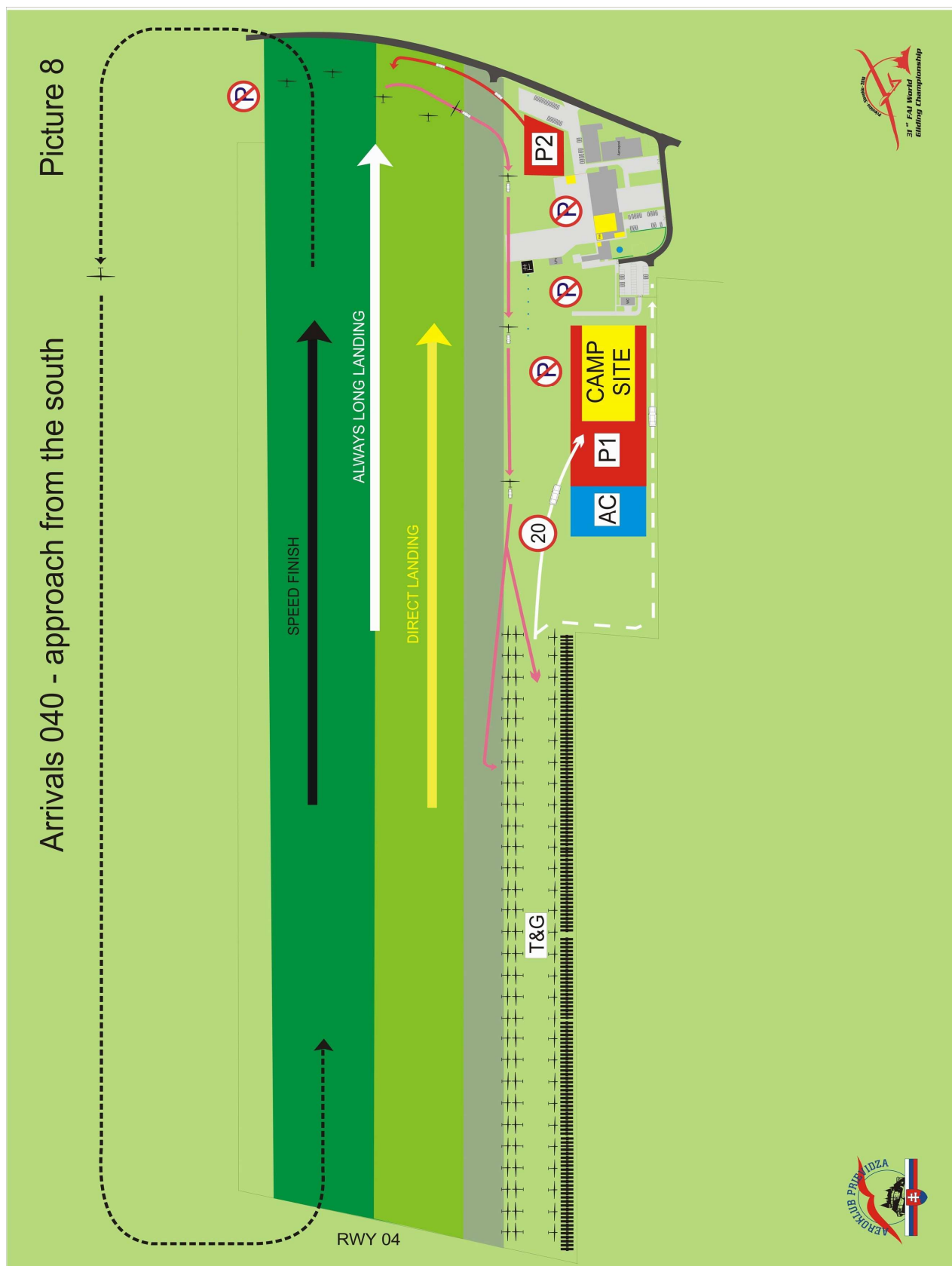
Picture 6

Release Area

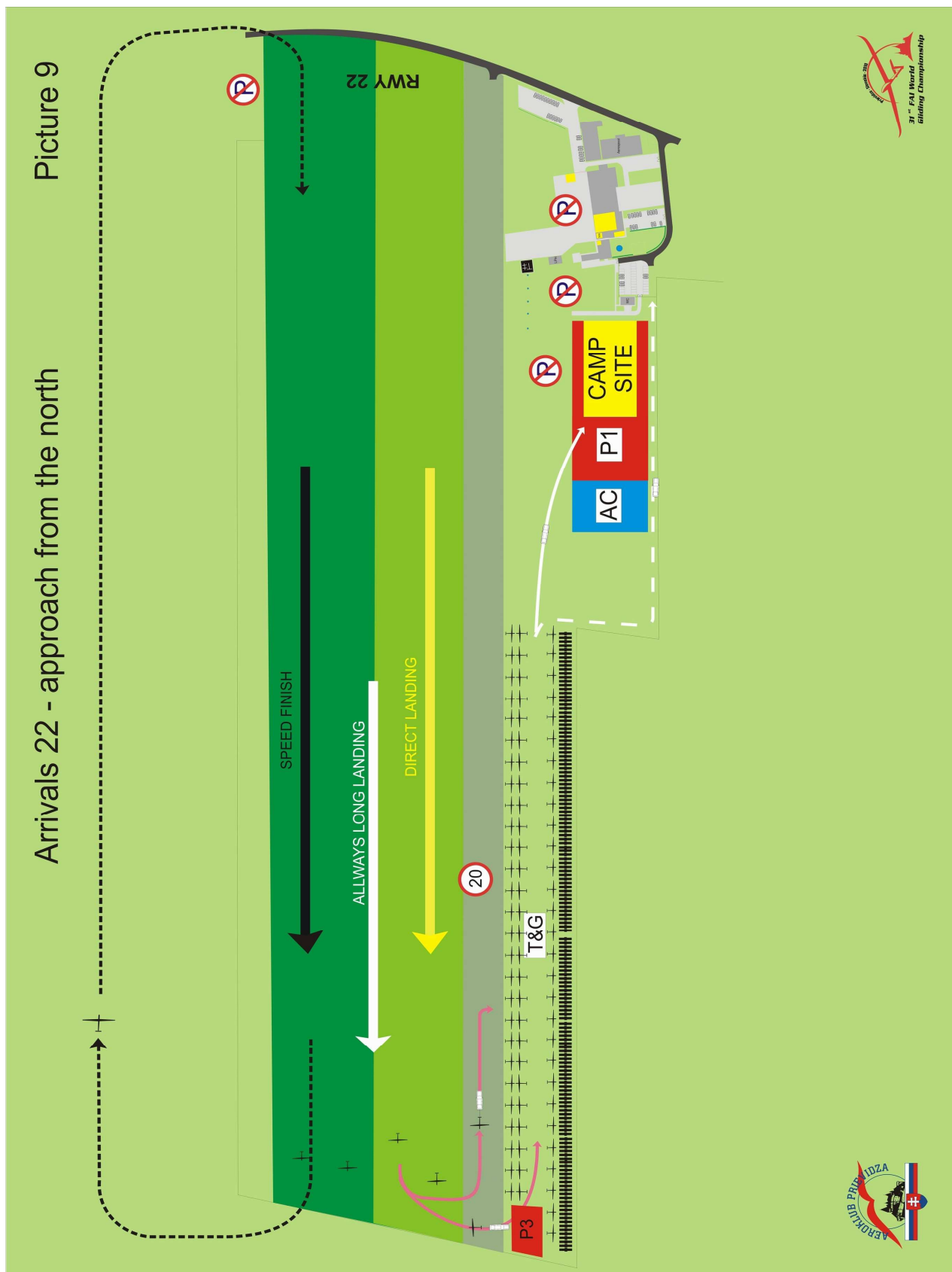
Picture 7



Picture 7



Picture 8



Picture 9