



**JWGC**  
2022

Local Procedures v1.8

**12<sup>th</sup> FAI JUNIOR WORLD GLIDING  
CHAMPIONSHIPS**

Tábor, Czech Republic

30.7. - 13.8.2022

Published: 31/7/2022

## A. CHAMPIONSHIPS DETAILS

**Name of the Event:** 12th FAI Junior World Gliding Championships 2022

**Location:** Tábor Airfield

**ICAO Identifier:** LKTA

**Latitude:** 49° 23' 28" N

**Longitude:** 14° 42' 30" E

**Elevation:** 439 m MSL

**Time Zone:** CEST (UTC+2)

**Organising NAC:** Aeroclub of the Czech Republic

**Organising Club:** Aeroclub Tábor

### Time Schedule

Final entries due	Tuesday, 29 March 2022	
Reserve pilots accepted after	Thursday, 30 June 2022	
Deadline for approval of new GNSS FRs	Thursday, 30 June 2022	
Airfield availability for training flights	Upon Request	Contact airfield director
Registration period begins	Monday, 25 July 2022	09:00
Registration period ends	Friday, 29 July 2022	17:00
Technical inspection period begins	Monday, 25 July 2022	09:00
Technical inspection period ends	Friday, 29 July 2022	17:00
Configuration change closes	Friday, 29 July 2022	17:00
Mandatory safety briefing	Friday, 29 July 2022	19:00
Unofficial training begins	Saturday, 23 July 2022	
Unofficial training ends	Tuesday, 26 July 2022	
First official team captains briefing	Tuesday, 26 July 2022	19:00
Official training begins	Wednesday, 27 July 2022	10:00
Official training ends	Friday, 29 July 2022	
Opening Ceremony	Saturday, 30 July 2022	Time and location TBC
Contest flying begins	Sunday, 31 July 2022	
Contest flying ends	Friday, 12 August 2022	
Farewell party	Friday, 12 August 2022	20:00
Closing ceremony and prize giving	Saturday, 13 August 2022	10:00

Welcome Party	July 29th, 2022	20:00
Czech Evening	August 4th, 2022	20:00
International Evening	August 9th, 2022	20:00

## B. SPECIFIED PROCEDURES

### 1. GENERAL

#### 1.2.1 Documents applicable to this Championship

- Sporting Code General Section Version 2022 Edition v1.0
- Sporting Code Section 3 Version 2021 Edition
- Sporting Code Section 3a Version 2021 Edition
- Sporting Code Section 3ah Version 15 April 2021

#### 1.3.1 Championship Classes

- Club Class
- Standard Class

#### 1.4.1 Name of NAC Aeroclub of the Czech Republic

- Name of National Organisation running the event: Aeroclub of the Czech Republic
- Name of the Local Organisation running the event: Aeroclub Tábor

##### 1.4.1.1 Contact Information for the event

- Email: [info@jwgc2022.cz](mailto:info@jwgc2022.cz)
- Banking details for the event will be published in Bulletin No. 2

##### 1.4.1.2 Units of measurement

- Distances - km
- Altitude – m (airspace in ft and FL)
- Mass - kg
- Speed - kph
- Vertical Speed m/s
- Wind Speed m/s

##### 1.4.5.2 Control Point file format

- CUP

##### 1.4.5.3 Use of Sporting Limits (Airspace Buffer Zones)

- None

##### 1.4.5.3 Contest Area Altitude Limit

- FL 95

## 2. CHAMPIONSHIP OFFICIALS

<b>Championships Director:</b>	Tomáš Rendla (tomas@gradient.cc)
<b>Deputy Director:</b>	Matěj Rendla (matej@gradient.cc)
<b>Task Setter:</b>	Tomáš Rendla and Jan Horák
<b>Chief Scorer:</b>	Hynek Chovan
<b>Meteorologist:</b>	Jan Horák (honza.horak@gmail.com)

### IGC Officials:

#### International Jury:

- **President:** Wojciech Scigala (POL)
- **Member:** Axel Reich
- **Member:** Dick Bradley

#### Stewards:

- **Chief Steward:** Robin van Maarschalkerweerd (NED)
- **Steward:** Enrique Lippi (ARG)

## 3. NATIONAL TEAMS

### 3.4.2 Entry Fee

- The entry fee is 800 Euros
- Due by March 29, 2022
- It must be paid in Euros

#### Other fees payable are:

##### Launch Fees

- Aero-tow to 600 metres GND: EUR 59, payable in EURO
- Self-launching gliders launch fee: EUR 10, payable in EURO
- Prepayment of 10 launches will be required during registration.

##### Airfield Accommodation Fees

- EUR 10 per tent per day
- EUR 20 per caravan/motorhome/van per day
- Prices include up to 5 people per tent or caravan

### 3.4.3a Number of allowable entries per NAC

- 3 pilots in each class

3.4.3g The total number of allowable entries shall not exceed 100 in total, with a maximum of 50 in each class. If the total number of entries exceeds 100, or the class entry exceeds 50, the removal of pilots will be made according to procedure described in Sporting Code, Annex A, Appendix 1, using the IGC Ranking list valid at March 29, 2022 (the closure date for Final Entries). Any NAC that has not entered 3 pilots in each class will not lose an entry until all teams that have entered 3 pilots have lost an entry.

### 3.5.4a Additional documentation required:

For pilots:

- Membership of FAI (Sporting License)
- Valid calibration/s of GNSS FR
- All documents that are required to be carried on board the sailplane (See section 3.5.4b)

For all team members:

- Personal medical insurance (covering accidents and sickness, including any hospital costs and transportation back to the team member's country of residence) is required for all team members. Documentary proof of insurance must be provided in the English language and provided by pilots during registration for themselves and by the team captain during registration for all other team members.

### 3.5.4b Documents required to be carried on board the sailplane:

- Certificate of Registration
- Certificate of Airworthiness/Experimental Certificate/Permit to Fly
- Airworthiness Review Certificate (if applicable)
- Radio Certificate (if applicable)
- Flight Manual
- Third-party Insurance Certificate
- Pilot License
- Medical License
- And any other as specified in the Certificate of Airworthiness/Experimental Certificate/Permit to Fly

All documents *must be originals* (electronic copies are not permissible).

### 3.6.1 Third Party Insurance

- Coverage of at least SDR 750,000 is required for gliders with certified MTOM < 500kg
- Coverage of at least SDR 1,500,000 is required for gliders with certified MTOM ≥ 500kg
- Third-Party Insurance Certificate must be in English language.

## 4. TECHNICAL REQUIREMENTS

### 4.1.1d Additional Mandatory Equipment

- High-visibility markings are not required
- For safety reasons FLARM collision avoidance transceivers must be enabled for the duration of the championships
- The installation and use of FLARM is mandatory
- At technical inspection, competitors will be required to demonstrate that the FLARM is operational.
- The FLARM should remain operational during all flights
- Random checks of function and range may be carried out to ensure that FLARM transmission and reception is satisfactory for adequate collision avoidance
- Pilots may configure their collision avoidance transceivers in any way they wish, provided the collision avoidance transmissions are preserved
- Audio variometer must be fitted and used in all sailplanes
- All instruments, PDA, GPS navigators etc. must be firmly mounted in the glider in such a way that the pilot's vision is not affected

#### 4.4.1 Radio frequencies to be used during the Championships

Operations frequency for:

- Launch, finish, landing and start gate frequency – 130.360 MHz
- Common Safety frequency – 121.090 Mhz
- Other – Tábor Radio – 122.610 MHz
- Team Frequencies – according to list of frequencies published before the championships

#### 4.2.2 Procedures for checking of glider Mass

- As stated in Annex A, Appendix 3

4.3.1b All cars must be clearly marked with a competition number at all times during the championships.

## 5. GENERAL FLYING PROCEDURES

#### 5.3.1b Data Communication

The following forms of data communication are allowed:

- Any FLARM configuration as long as collision avoidance transmissions are enabled
- Carriage of a mobile phone as a data relay for connected instruments registered during technical inspection
- Carriage and usage of ELT and PLB
- Inflight reception of meteorological information through radio communication and connected instruments registered during technical inspection
- Transponder usage
- ADS-B reception as a part of an onboard collision avoidance system
- In flight reception of OGN tracking information from publicly available sources

The following forms of data communication are not allowed:

- Mobile phone usage except as data relay for onboard devices
- Disabling FLARM collision avoidance
- Reception of tracking information from non OGN sources

Non-compliance with these rules will be considered as cheating and subject to penalties.

To support potential SAR activities, pilots are encouraged to carry mobile phones, ELT, PLB, etc., and to provide phone numbers and beacon ID to the Organizers.

5.3.2 Use of mobile phones or similar devices is prohibited except for as specified by Annex A section 5.3.1b and section 5.3.1b of this document. Unauthorized use may be penalised.

## 6. TASKS

#### 6.3.3 Distance Handicap Task

- Will not be used during the championships

## 7. COMPETITION PROCEDURES

### 7.1 e. Discharging of water ballast on the grid

- Is *not* allowed

### 7.2.2 Contest Site Boundaries

- Will be published in Self Briefing

### 7.3.2 Launch procedures for Motorgliders

- Will be published in Self Briefing

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

- 1089 m MSL

### 7.3.3 Release areas and release heights

- The standard release height will be 600 m AAL

#### A depiction of the release area:

- Will be published in Self Briefing

### 7.3.3d Circling Direction

- Is not prescribed.

### 7.4.2b PEV Start Option

- The PEV start option may be used during the championships
- Its use will be specified during the daily briefing

### 7.4.3 Start Geometry

- Line of length 15 km
- The length of the start line can be altered and will be announced during daily briefing

### 7.4.5b Pre-start Altitude Limit

- Is going to be used and will be specified on daily briefing.

### 7.7.1 a. Procedures for communicating outlandings to the Organisers

- Via Team Captain WhatsApp group.

### 7.7.3 Provision of and requirements for aero tow retrieves

- Aero tow retrieves are permitted and must be coordinated with organiser.

### 7.8.2 Finish Geometry

- Finish ring of radius 5 km with minimum finish altitude 650 m MSL.
- The radius and/or minimum finish altitude can be altered and will be announced during daily briefing.

### 7.8.4a Finish procedures

Arrivals must be announced on the Finish frequency (130.360 MHz). The following phrases shall be used:

- Contest Number - Distance from airfield - Direct landing/speed finish
- Call at 10 km from airfield, at finish ring and final
- Preferred landing will be a "Direct landing" to the allocated runway.
- Gliders with more energy may elect to do a Finish followed by a circuit to the nominated runway
- The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing

#### 7.10.1 Landing Procedures

- Will be described in Self Briefing

#### 7.11 Flight Documentation

- Must be submitted within 45 minutes after landing at the home airport.
- Flight Log files from the backup Flight Recorder must be submitted 60 minutes after being requested by the Organisers.

##### 7.11.1 Flight log files should be submitted to the scorer by:

- Email – to [igc@pohoda.com](mailto:igc@pohoda.com) with CN in the subject

## **8. SCORING**

#### 8.1 Scoring System to be used is classic

##### 8.1.1 Scoring software to be used is SeeYou

- Version of the Software is 10.45