



EGGC

2024



Local Procedures

22nd FAI EUROPEAN GLIDING CHAMPIONSHIPS

Tábor, Czech Republic

3.8. - 17.8.2024

A. Championships Details

Name of the Event

22nd FAI European Gliding Championships

Location of the Event

Name of Airfield:	Tábor Airfield
ICAO Identifier:	LKTA
Latitude:	49° 23' 28" N
Longitude:	14° 42' 30" E
Elevation:	439m MSL
Time Zone (UTC Offset):	CEST (UTC+2)
Organising NAC:	Aeroclub of the Czech Republic
Organising Club:	Aeroclub Tábor

Time Schedule

NAC nomination due	January 31 st ,2024	23:59
Entries and entry fees due	March 31 st , 2024	23:59
Reserve pilots accepted	June 30 th , 2024	
Airfield availability for training flights	Upon Request	Contact Airfield Director
Unofficial training begins	July 27 th , 2024	
Unofficial training ends	July 30 th , 2024	
First official team captain briefing	July 30 th , 2024	19:00
Official training begins	July 31 st , 2024	10:00
Official training ends	August 2 nd , 2024	
Registration period begins	July 29 th , 2024	09:00
Registration period ends	August 2 nd ,2024	17:00
Technical inspection period begins	July 29 th , 2024	09:00
Technical inspection period ends	August 2 nd , 2024	17:00
Configuration change closes	August 2 nd , 2024	17:00
Mandatory safety briefing	August 2 nd , 2024	19:00
Opening Ceremony	August 3 rd , 2024	16:00
Contest flying begins	August 4 th , 2024	
Contest flying ends	August 16 th , 2024	
Closing ceremony and prize-giving	August 17 th , 2024	10:00

Welcome Party	August 2 nd , 2024	20:00
Czech Evening	August 9 th , 2024	19:00
International Evening	August 13 th , 2024	19:00
Farewell Party	August 16 th , 2024	20:00

B. Specified Procedures

1. General

1.2.1 Documents Applicable to this Championships

- Sporting Code General Section - 2024 Edition
- Sporting Code Section 3 – 2023 Edition
- Sporting Code Section 3a – 2023 Edition
- Sporting Code Section 3ah - 2021 Edition

1.3.1 Championship Classes

- Club Class
- Standard Class
- 15m Class

1.4.1 Name of the Organising NAC

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

Official email address: info@egc2024.cz

Banking details for the event are published in Bulletin No. 2

1.4.1.2 Units of Measurement

Distances: km

Altitude: m (airspace in ft and FL)

Mass: kg

Speed: km/h

Vertical Speed: m/s

Wind Speed: m/s

1.4.2 Additional Safety Rules

An Online Safety Box will be used.

Link will be published on the competition website prior to the Championships.

1.4.1.3 Primary Digital Messaging Platform

WhatsApp

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

FL95

2. Championships Officials

Championships Director	Matej Rendla	matej@gradient.cc
Deputy Director	Tomas Rendla	tomas@gradient.cc
Task Setter	Tomas Rendla	
Chief Scorer	Hynek Chovan	hynekchovan@icloud.com
Meteorologist	Jan Horak	honza.horak@gmail.com

Airfield Director	Jiri Liskovec	jiri.liskovec@aktabor.cz
Operations Director	Tomas Jirmus	tomas.jirmus@aktabor.cz

IGC Officials

International Jury

President of International Jury	Christof Geissler (GER)	
Member of International Jury	Barbora Moravcová (CZE)	
Member of International Jury	Reno Filla (SWE)	

Stewards

Chief Steward	Robin van Maarschalkerweerd (NED)	robin@vmaarschalkerweerd.nl
Steward	Enrique Lippi (ARG)	enriquelippi@yahoo.com

3. National Teams

3.4.2 Fees

The Entry fee is 800 Euros. It must be paid in Euros.

Other fees payable are:

IGC Sanction Fee:

- 35 EUR per pilot to cover the increase in IGC Sanction Fee.

Launch Fees:

- Aerotow to 600m AGL: 69 EUR, payable in Euros.
- Self-launching gliders launch fee: 10 EUR, payable in Euro.
- Prepayment of 10 launches will be required during registration.

Airfield Accommodation Fees

- 15 EUR per tent per day
- 25 EUR per caravan per day

3.4.3a Number of allowable entries per NAC

- 2 pilots in each class.

3.4.3d(ii) Participation of Reigning Champions

Based on IGC Bureau decision:

For Continental Gliding Championships: With the exception of the 20 Metre Multi-seat Class, the current Champions of each CGC and current JEGC Champions may compete as additional members of their team in their relevant classes in that Continental Gliding Championship.

3.5.4a Additional documentation required

For pilots:

- 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

- 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

4.1.1c Flight Tracking Devices

Will not be used.

4.1.1d Mandatory Safety Equipment

High-visibility markings required: No

Strobe light mandatory: No

4.4.1 Radio frequencies to be used during the Championships

Launch, Finish, Landing, Start Gate Frequency:	122.710 MHz
Common Safety Frequency:	118.590 MHz
Other - Tábor Radio:	122.610 MHz

Team Frequencies will be published separately on the competition website.

5. General Flying Procedures

5.3.1 Voice and data communication

Clarification based on IGC Bureau decision:

- a. Reception of data by a fixed mobile phone for display on a flight instrument is allowed. There is no restriction on the information contained in that data.
- b. Reception of data from the ground must be from publicly available sources.
- c. Two-way voice communication on VHF between members of the Team (including the Team Captain) is not restricted in any way.
- d. Reception of data from airborne transmitters is not restricted in any way.

5.4 Control Procedures

Clarification based on IGC Bureau decision:

- f. Competitors must submit a Flight Log for evaluation on each day (from the beginning of the official training period until the Closing Ceremony) on which a launch was made, regardless of the outcome of the flight(s). If the submitted Flight Log does not provide data from all flights made during the day, the submission of additional Flight Logs is allowed, for the purpose of covering all the flights made that day.

7. Competition Procedures

7.1e. Procedures for discharging water ballast on the ground after daily weighing

Discharging water on the grid is not allowed.

7.2.2 Contest Site Boundary

Is published in Self-Briefing.

7.3.2 Launch Procedures for Motor Gliders

Is published in Self-Briefing.

7.3.2a Maximum altitude of climb after self-launch

1089 m MSL

7.3.2c Procedures for restarting MoP without an intervening landing

Will not be used.

7.3.3 Release areas and release heights

The standard release height will be 600m AAL.

A depiction of the release area is published in Self-Briefing.

7.3.3d Thermalling Direction

Is not prescribed.

7.4.3 Start Geometry

Line of radius 7.5 km (15 km total length).

7.4.5b Pre-start Altitude Limit

Pre-start Altitude Limit will be used and specified during briefing each day.

7.4.5c Conditions for closing the start line

None

7.4.6 Energy Control at the Start

Based on IGC Bureau decision:

The use of Energy Control at the Start is optional at the discretion of the Director. Each day at Briefing and on the Task Sheet, it must be stated whether the procedure described in Annex A para. 7.4.6 will be used.

7.7.1a. Procedures for communicating real outlandings to the Organisers

Team Captain must inform the organiser using the Team Captain's WhatsApp group chat.

7.7.3 Provision of and requirements for aero tow retrieves

Aero tow retrieves are permitted and must be coordinated with the Organiser.

7.8.2 Finish Geometry

Finish ring of radius 5 km with minimum finish altitude of 650 m MSL.

Finish ring radius and/or minimum finish altitude may be altered during daily briefing.

7.8.4 a. Finish Procedures

Arrivals must be announced on frequency 122.710 MHz

The following phrases shall be used:

(Contest number), (Distance to finish ring), (direct landing/speed finish).

Call first at 10 km from finish ring and then at finish ring and final. Other calls as necessary to maintain separation and awareness.

Preferred landing will be a "Direct landing" to the allocated runway.

Gliders with more energy may elect to do a speed 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 and in Self-Briefing.

7.10.1 Landing Procedures

Are published in Self-Briefing.

7.11 Flight Documentation

Flight documentation must be submitted within 30 minutes after landing at the home airport.

Flight Log files from the backup Flight Recorder must be submitted 45 minutes after being requested by the Organiser.

7.11.1 Submission of Flight Log Files

By email to igc@pohoda.com with competition number in the subject.

Flight log files should preferably be sent directly from the flight recorder to ensure data integrity and validation.

8. Scoring

8.1 Scoring System

- Classic

8.1.1 Scoring Software

- SeeYou, version 10.60.

- Scoring scripts will be uploaded to GitHub IGCScripts (<https://github.com/IGCscripts>)

8.7 PEV start outside of PEV interval

Based on IGC Bureau decision:

Penalty for PEV start outside of PEV interval: 1 point per second up to a maximum of 60 points.