



A CHAMPIONSHIP DETAILS

Name of the Event: **XII FAI Women's World Gliding Championship 2023**

Location of the Event: **Soria-Garray Aerodrome, SPAIN**

ICAO Identifier: **LEGY**

Latitude: 41° 19' 17" N

Longitude: 002° 28' 36" E

Elevation: 1036 meters MSL

Time Zone: UTC+2 (CEST)

Location on Google maps: <https://goo.gl/maps/xCJj2MuNP7wS4isWA>

Organizing NAC: Real Federacion Aeronautica Española

Organizing Club: Albufera 30-12 and Aeroclub Numancia Soria

Time Schedule

(All dates 2023)

Preliminary entries due	Friday, March 31 st .
Final entries due	Saturday, April 15 th .
Reserve Pilots Accepted after	Sunday, April 30 th .
Deadline for approval of new GNSS FRs	Thursday, June 1 st .
Airfield availability for training flights	All year round.
Registration period begins	Sunday, January 1 st .
Registration period ends	Friday June 30 th .
Technical inspection period begins	Monday, June 26 th .
Technical inspection period ends	Friday, June 30 th .
Configuration change closes	Friday, June 30 th .
Mandatory Safety Briefing	Saturday, July 1 st . 20:00h
Unofficial training begins	Sunday, June 25 th .
Unofficial training ends	Wednesday, June 28 th .
First official Team Captains' briefing	Wednesday, June 28 th . 20:00h
Official training begins	Wednesday, June 28 th .
Official training ends	Friday, June 30 th .
Opening Ceremony	Saturday, July 1 st . 12:00h
Contest flying begins	Sunday, July 2 nd .
Contest flying ends	Friday, July 14 th .
Farewell party	Friday, July 14 th . 20:00h
Closing Ceremony and Prize giving	Saturday, July 15 th . 12:00h

B. SPECIFIED PROCEDURES

1. GENERAL

1.1 To showcase women competing in an eco sport and raise the profile of gliding in the SPAIN, particularly to women and girls.

1.2.1 Documents applicable to this Championship

- Sporting Code General Section Version 01JAN2023
- Sporting Code Section 3 Version 01OCT2022
- Sporting Code Section 3a Version 12DEC2022
- IGC Procedures for Handicapped Classes Version 15APR2021

1.3.1 Championship Classes

- Club Class
- Standard Class
- 18m Class

1.4.1

Name of NAC:

Real Federación Aeronautica Española (RFAE)

Name of local Organization:

Club Albufera 30-12 and Aeroclub Numancia-Soria

1.4.1.1 Contact Information for the event

- Banking details for the event:
Account name:
Club Deportes Aéreos Albufera 30 12
IBAN: ES36 2100 6223 2913 0026 5395
SWIFT/BIC: CAIXESBBXXX
Reference: Team country
All bank charges are the responsibility of the team competitors.
- Additional contact information:
Address
WWGC2023 Admin.
Aeródromo Provincial De Soria-Garray Paraje de Los Negredos, 24,
42162 Garray, Soria, SPAIN
M: (+34) 66 44 800 36 during normal business hours (preferably)
Email: info@wwgc2023.org
Website: <https://wwgc2023.org/>

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 - Knots

1.4.1.3

- Primary digital messaging by the organisers will be: **WhatsApp**

1.4.2 Additional safety rules

- The Organizers will use an Online Safety Box

- The use of an operating FLARM is mandatory.
- In case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the competition director 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 competition director, 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 – pilots, crews, and others. They can be directed to the Safety Committee, Championship Director, or any competition official. This can also be done anonymously.
- All necessary additional safety rules for each championship day will be announced at the briefing for the day. Such safety rules are considered to be part of the Local Procedures and will be provided in written form to the Team Captains and on the task sheet if appropriate.

1.4.5.2 Control Point file format

- Control point format: SeeYou CUP file format (.cup)
- Airspace format: OpenAir format (.txt)

1.4.5.3 Use of Sporting Limits (Airspace Buffer Zones)

- None

1.4.5.3 Contest Area Altitude Limit

- NONE except the Air Space limits defined on the SPANISH AIP

2. CHAMPIONSHIP OFFICIALS

Championship Director:	Santiago Martí
Competition Manager & Deputy Director:	Miguel Madinabeitia
Safety Officer:	Angel Garcia
Task setters:	Jaume Prats & Jorge Arias & Pablo Vispe & Pawel Kwiatkowski
Chief scorer:	Angel Casado
Meteo-Team:	Jorge Arias, Pedro Berlinches
Flight Line Management:	Sebastian Popa, Juan Anes, Arancha Garcia, Belen Martí
Gridding Marshal:	Juan Anes
On-Site Organization:	Juan Cabañero
Tow planes Operations:	Sebastian Popa
Administration:	Sebastian Popa
Web Master:	Javier Martinez
Social Media:	Javier Martinez & Inmaculada Sanz

International Jury

- President : Marina Vigorito (ITA)
- Member: Álvaro de Orleans-Borbón (ESP)
- Member: Kristian Roine (FIN)

Stewards

- Chief Steward : Frouwke Kuijpers (NED)
- Steward : Enrique Lippi (ARG)

3. NATIONAL TEAMS

3.4.2 Entry fee

- The entry fee is 945 Euros
- Self-launching gliders launch fee: EUR 15.

- Aero-tow to 600 meters (1960 feet) GND: EUR 70.
- Camping fee: EUR 5 per person per day.
- Electricity fee: EUR 25 per person per the whole competition.

It must be paid in Euros

3.4.3a Number of allowable entries per NAC

- **3** pilots in each class.

3.5.4a Additional documentation required

For pilots and team members:

- Pilots and team members from countries that require visas to enter the European Union must organize them by their own means, in due time. An invitation letter will be provided upon pilot/crew request.
- Documentary proof (in English for foreign pilots/ crew members) of personal medical insurance (see 3.6.1)

For pilots:

All documents needed by Annex A Section 3 with, in addition,

- Valid EASA Medical Certification, or an equivalent thereof.

For gliders:

- All documents needed by Annex A Section 3 with, in addition,
- Airworthiness Review Certificate or Permit-to-fly (as applicable)
- Certificate of Registration
- Flight manual and Log Book
- Valid Weight and Balance sheet
- Documentation of GNSS FR calibration for each FR used, not older than 5 years on 1st June 2023.

Documents required to be presented for verification (SAO.GEN.155):

- Pilot license
- ID card or Passport
- Pilot logbook
- Registration Certificate
- Certificate of Airworthiness or Permit-to-fly
- Airworthiness Review Certificate (ARC), as applicable
- EASA Aircraft Radio License, or an equivalent thereof.
- Third-party insurance
- Any other document required by law within glider's country of registration or by aircraft operator
- Aircraft Flight Manual
- W&B Sheet

3.6.1 Third Party Insurance coverage is required of at least:

For gliders:

Third-party insurance is required for each participating glider.

- The required coverage must fulfil requirements of EU regulation No. 785/2004.
- (MTOM > 500 kg not less than 1 500 000 SDR limit)

For pilots and team members:

- Personal medical insurance is required for pilots and team members, covering accidents and sickness, including any hospital costs and repatriation back to the team member's country of residence.
- Pilots should ensure that their insurance covers accidents and injuries sustained whilst gliding and in competition.
- Documentary proof of insurance must be provided in English

4. TECHNICAL REQUIREMENTS

4.1.1c

- All participating sailplanes will have to carry an **IGC/OGN Tracker**. The IGC Trackers will be provided by the Organizer and on request they will assist with the installation.

4.1.1d Additional Mandatory Equipment

- No Hi Vis markings are required.
- The Use of Strobe Lights is not mandatory YET, but the Organizers strongly recommend the use Strobe Lights
- The flight computers, flight recorders and FLARM, if portable, must be fixed within the glider with no possibility of movement during flight and in such a way that the pilot's vision is not affected.
- 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 and transmit information about position, in order to improve in flight safety.
 - 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. .The pilot decides the operation modus
 Note: The organiser will not use FLARM as a tracking device.

4.1.2b Instruments that must be removed from the Sailplane:

The following instruments shall not be carried on board or be disable:

- Bohli, Schanz, KT1 or another gimballed compass
- Turn Indicator
- Artificial Horizon
- Any other device or embedded function to assist with cloud flying. Artificial horizons embedded in flight computers or other instruments must create a record in the IGC file when the feature is available to the pilot.

4.4.1 Radio frequencies to be used during the Championships.

The glider must be equipped with a serviceable 8.33kHz spacing-capable EASA approved VHF radio station.

The team radio must also be an 8.33kHz spacing-capable EASA approved VHF radio station.

LEGY Info: 123.500 MHz

LEGY Grid Marshall/Tugs/Relights/Finish: TBA.

Start:TBA

Safety frequency: TBA

Team frequencies: TBA

Emergency Frequency: 121.500MHz (monitored by ENAIRE, the ATC authorities)

5. GENERAL FLYING PROCEDURES

5.3.1b Additional data communication specifically allowed by the Organisers

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 on-board 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.

5.4.g Control Procedures

Clarification

The Organisers will analyse Flight Log files from the Primary FR for the purpose of scoring the flight. If that Evaluation shows a continuous flight and indicates no penalties, then that evaluation will be used for scoring. In case the Primary Flight log fails to demonstrate flight continuity from take-off to landing, OR indicates a penalty,

Complementary data from the other FR will be used to fill the gap or reduce the penalty.

Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of Equipment failures.

6. TASKS

6.6.3.Distance Handicap Task.

- Will not be used during the championships.

7. COMPETITION PROCEDURES

7.1 e Discharging of water ballast on the grid

- is allowed.

7.2.2 Contest site boundaries

- Will be published in Self briefing

7.3.2 Launch procedures for Motor gliders

- Will be published in Self briefing

7.3.2a Maximum altitude of climb after self-launch

- Maximum altitude of climb after self-launch is 700m AGL, but upon stopping the propulsion, the motor glider must sink back to 600m AGL.

7.3.2c Procedures for restarting MoP without an intervening landing

- Are not applicable

7.3.3 Release areas and release heights

- The standard release height will be 600m AGL
- A depiction of the release area
Will be published in Self briefing

7.3.3d Thermalling direction:

- Will be published in the Self briefing

7.4.3 Start geometry to be used is a

- Line with a total length of 10 km

7.4.5.b

A pre-start altitude (MSL) fix may be imposed. After the start gate is opened and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude limit. Failure to do so will be penalized. The Local Procedures will state whether this procedure will be used. Penalty for lowest pre-start fix above the altitude limit: 1 pt/m.

7.4.5d PEV start procedures will be used.

Clarification

- *PEV may be pressed at any time, up to a total of three times per launch (the Scorer will ignore PEVs after the third one).*
- *Each press of PEV closes the previous Start window and restarts the Wait Time timer.*
- *Pressing PEV has no effect on previous starts, which retain their validity and any associated penalties.*
- *In the case of multiple valid starts, the flight will be evaluated using the start that yields the best score.*

7.4.6. Start Energy management rule

Organizer assumes the impose of the pre-start altitude (MSL) limit. The limit will be announced during daily briefing and published on task sheet.

7.7.1 a. Procedures for communicating real out landings to the Organisers

- Will be in the Self briefing

7.7.3 Provision of and requirements for aero tow retrieves

- Aero tow retrieves are possible only when the out landing has occurred at an airfield and by prior agreement of the CD.
- The aero tows will be organized by the CD.

7.8.2 Finish geometry to be used

- Will be a finish ring of radius 4 km
- Minimum finish altitude tba

7.8.4 a. Finish procedures

- Arrivals must be announced on frequency 123.500 MHz
- The following phrases shall be used:

- Contest Number- Distance to Airfield and finish – (Direct landing or speed finish)
- First call at 10 km from finish ring and then on 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 published in Self briefing

7.11 Flight documentation

- Flight log files shall be submitted within 45 minutes of landing, via e-mail.
E-mail address: igcfiles@wwgc2023.org
- The backup flight recorder files must be submitted within 60 minutes when requested by the Organisers.

8. SCORING

8.1 Scoring System to be used is Classic

8.1.1 Scoring software to be used is SeeYou Competition

- Version of Software is: 10.45

Additional remark

- Scoring Scripts will be uploaded to a github account called “IGCscripts in order to store all the scripts used for scoring at CAT I gliding championships.
- Standard SeeYou scripts will be uploaded here: <https://github.com/IGCscripts>”

9. COMPLAINTS AND PROTESTS

10. RESULTS AND PRIZEGIVING

C. ADDITIONAL LOCAL PROCEDURES REQUIRING APPROVAL BY IGC BUREAU

D WAIVERS AND LIMITATIONS

To be completed by IGC Bureau

EL CIELO DE GARRAY MÁS VIVO QUE NUNCA

