

37TH FAI WORLD GLIDING CHAMPIONSHIPS

NARROMINE NSW AUSTRALIA 2023



Local Procedures

Version 1.2 - November 2023



A CHAMPIONSHIP DETAILS

37th FAI World Gliding Championships 2023

Location of the Event

Narromine Aerodrome

- ICAO Identifier; YNRM
- Latitude; S32 12 52
- Longitude; E148 13 29
- Elevation; 782ft MSL
- Time Zone; UTC +11 (AEST)

Organising NAC; Air Sport Australia Confederation (ASAC)
 Organiser; Gliding Federation of Australia (GFA) trading as Gliding Australia
 Organising Club; Narromine Gliding Club Inc.

Time Schedule

Preliminary entries due		31 st August 2023
Final entries due		30 th October 2023
Reserve Pilots Accepted after		30 th October 2023
Deadline for approval of new GNSS FRs		30 th October 2023
Airfield availability for training flights		1 st October 2023
Registration period begins	Monday	20 th November 2023
Registration period ends	Tuesday	28 th November 2023
Technical inspection period begins	Monday	20 th November 2023
Technical inspection period ends	Thursday	30 th November 2023
Configuration change closes	Thursday	30 th November 2023
Mandatory Safety Briefing	Tuesday	28 th November 2023
Unofficial training begins	Monday	20 th November 2023
Unofficial training ends	Tuesday	28 th November 2023
First official Team Captains' briefing	Tuesday	28 th November 2023
Official training begins	Wednesday	29 th November 2023
Official training ends	Friday	1 st December 2023
Opening Ceremony	Saturday	2 nd December 2023
Contest flying begins	Sunday	3 rd December 2023
Contest flying ends	Friday	15 th December 2023
Farewell Dinner	Friday	15 th December 2023
Closing Ceremony and Prize Giving	Saturday	16 th December 2023

Competition Officials:

<input type="checkbox"/> Competition Director:	Michael Durrant
<input type="checkbox"/> Deputy Director	Beryl Hartley
<input type="checkbox"/> Operations Director:	Jenny Thompson
<input type="checkbox"/> Task Setter:	David Jansen
<input type="checkbox"/> Chief Scorer:	Neil Campbell
<input type="checkbox"/> Safety Officer	Peter Gray
<input type="checkbox"/> Meteorologist	Ed Marel
<input type="checkbox"/> Administration	Kathy Bell
<input type="checkbox"/> Press Contact	Sean Young
<input type="checkbox"/> Webmaster	Ross McLean

International Jury:

<input type="checkbox"/> President:	Rick Sheppe (USA)
<input type="checkbox"/> Members (remote):	Bob Henderson (New Zealand) Peter Szabo (Hungary)

Stewards:

<input type="checkbox"/> Chief-Steward:	Brian Spreckley (UK)
<input type="checkbox"/> Steward:	John Godfrey (USA)

Contacts:

Website:	http://wgc2023.com.au
Email:	contestdirector@wgc2023.com.au registration@wgc2023.com.au
Phone:	+61 438 047 985 (Contest Director) +61 499 974 742 (Registration)

B SPECIFIED PROCEDURES

1 GENERAL

1.1.1 Additional Objectives of the Championship

The Additional objectives of the Championships are to

- Promote the sport of gliding in Australia.
- Widen the reach of Australian Gliding to the international pilot community.
- Promote NSW and the region as a tourist destination.

1.2.1 Documents applicable to this Championship

- FAI Sporting Code – https://www.fai.org/sites/default/files/fai_sporting_code_gs_2023_v1_0.pdf
- FAI Disciplinary Code - https://www.fai.org/sites/default/files/civl/documents/fai_disciplinary_code_edition_2023.v2.pdf
- Sporting Code Section 3 – Gliding – Version 2022a – https://www.fai.org/sites/default/files/sc3_2022a.pdf
- Sporting Code Annex A Version 2023 – https://www.fai.org/sites/default/files/sc3a_2023.pdf
- Handicaps (April 2021 edition) – https://www.fai.org/sites/default/files/sc3ah_2021a.pdf

1.3.1 Championship Classes

- Club Class
- Standard Class
- 15m Class

1.3.2 List of Handicaps

Handicaps will only be used for Club Class, refer 1.2.1 Handicaps

1.4.1.2 Units of measurement

Unless otherwise stated, the following units will be used:

- Distances: Kilometres (km)
- Altitudes: Feet above Mean Sea Level (MSL), Altimeter setting for QNH
- Heights: Feet above Ground Level (AGL), Altimeter setting for QFE
- Flight Levels: Feet/100 (FL) Altimeter setting 1013.2
- Air Speed: Knots (kn)
- Ground Speed: Kilometres per hour (km/h)
- Vertical speed: Knots (kn)
- Wind speed: Knots (kn)
- Mass: kilograms (kg)
- Time: Local time (UTC + 11), 24h format
- Length: Metres (m)

1.4.1.3 Digital Communication

Primary digital messaging by the organisers will be by two WhatsApp groups – <https://www.whatsapp.com/>

- one for Team Captains
- one for all Competitors

These will be broadcast groups with messages being distributed by the organisation.

1.4.2 Additional safety rules

a. Safety Culture

- a) The Organisers will provide a confidential Online Safety Box via a link on the competition website, Competitors and Team Captains are strongly encouraged to use this to raise a safety incident or suggestion for attention by the Safety Committee.
- b) Safety comments are welcome at any time from any contest participant – pilots, crews, and others. They can be directed to the Safety Committee, Competition Director, Stewards, or any competition official, and may also be submitted via the Online Safety Box. All comments or reports will be treated confidentially and can also be submitted anonymously in exceptional circumstances.
- c) Proximity analysis software will be used every day during the contest period to identify safety issues and allow the Safety Committee to provide appropriate guidance to Team Captains and their pilots. Repeated occurrences of proximity safety issues by a pilot may result in referral to the Competition Director.
- d) A 1300 feet MSL (i.e. 500 feet above airfield elevation) floor will be applied during flight log analysis. Any descent below this altitude outside of a 10km circle of the airfield will be reviewed by the Safety Committee for safety concerns related to low recoveries. The intent is not to penalise pilots for descent below 500 feet, but to use this as a means of identifying any systemic safety concerns and enable pilots to be counselled by the Safety Committee if required.

b. Ground Operations

- e) Vehicle speed on the competition site is limited to 30 km/h, except when safety would be compromised.
- f) All vehicles entering the air side on the airfield must bear identification marks consisting of glider Competition Number, or country code for Team Officials shown in a visible way.
- g) All personnel entering airside on the airfield must be registered, carry identification, and be appropriately briefed from the start of the registration period.
- h) Pilots must brief their crew on all procedures for manoeuvring on the airfield with reference to the Self Briefing.
- i) Sailplanes and trailers must be securely tied down when unattended in the parking area.

c. Flight Operations

- j) 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. Refer to the Emergency Response Plan for actions required.

1.4.5.2 Control Point file format

- The official format for control point data shall be the See You *.cup format.
- The official control points, including the current revision number and date, will be available for download from Soaring Spot https://www.soaringspot.com/en_gb/37th-fai-world-gliding-championships-narromine-2023/ . This will also be accessible via a link to Soaring Spot from the competition website <https://wgc2023.com.au/competition-downloads/>
- Other formats may also be published, but the official file is *.cup format

1.4.5.3 Use of Sporting Limits (Airspace Buffer Zones)

- The prohibited airspace file will be defined for the competition in Open Air format. This airspace file includes all controlled and restricted airspace.
- This official airspace file will be available for download from Soaring Spot https://www.soaringspot.com/en_gb/37th-fai-world-gliding-championships-narromine-2023/. This file will also be accessible via a link to Soaring Spot from the competition website <https://wgc2023.com.au/competition-downloads/>
- Sporting Limits will not be used for this competition. Please note the review procedure in 1.4.2 d.
- We do not expect the prohibited airspace file to be modified during the competition.
- A competition map will be made available to all competitors as part of registration. This is not to scale but will cover the task area and include control points.
- WAC Charts for the task area are Canberra (WAC 3457) and Bourke (WAC 3356) see. https://www.aipshop.canprint.com.au/documents_detail.aspx?cat=200&product=260&servicesOption=9

3. NATIONAL TEAMS

3.4.2 Entry Fee

Payment of entry fees as outlined below must be completed by 30th October 2023.

Entry Fee is **800 Euro** as per the approved bid, **plus an additional 55 Euro per pilot** (excluding reserve pilots), due to an IGC fee increase approved in March 2023

BANK ACCOUNT DETAILS

Account Name: World Glide P/L

BSB: 012 765

Account Number: 207 852 294

SWIFT: ANZBAU3M

[Note that IBAN codes are not used in Australia]

- Cost of aero tows to 2,000 feet QFE : 55 EURO
- Cost for self launch: 10 EURO

3.4.3a Number of allowable entries

Number of allowable entries per NAC is two pilots in each class.

3.5.4a Additional documentation required

For Pilots.

- Membership of an Australian Gliding Club
 - o Narromine Gliding Club will offer short term membership for the period required by the pilot.
 - o See details at <https://narromineglidingclub.com.au>
- Membership of Gliding Federation of Australia (trading as Gliding Australia)
 - o See details at <https://glidingaustralia.org/membership/>
 - o Membership includes third party insurance cover by the GFA broad based liability (BBL) insurance scheme.
- Glider Pilot Certificate (GPC - Australian Licence)
 - o Will be granted upon application with proof of a valid Pilot Licence, or equivalent documentation.
- Costs for membership of the Narromine Gliding Club and Gliding Federation of Australia for the Competition Period of 20th November to 16th December are included in the Entry Fee.
- Upon presentation of the required registration information, the Organisation will facilitate issuance of the required memberships and GPC, for the Competition Period as part of the pre-registration and registration processes.
- Pilots intending to fly gliders in Australia outside of the Competition Period must organise additional memberships and any required prior issuance of a GPC at their own cost.

For aircraft:

- Registration certificate of the glider.
- Flight manual and aircraft logbook.
- Valid weight and balance sheet.

3.5.4b Documents required to be carried on board the sailplane

All documents specified in the aircraft Certificate of Airworthiness, Experimental Certificate, or Permit to Fly.

3.6.1 Third Party Insurance coverage is required.

For gliders:

- Third party insurance is required for each participating glider.
- The required cover must be at least \$1,000,000 AUD. Public liability cover to this level is included in the GFA Membership required for all pilots. The organisation recommends pilots consider higher cover for third party liability.
- Documentary proof of third-party insurance cover must be provided in English.

3.6.2 Personal Medical Insurance

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 whilst participating in competition.
- Documentary proof of the required medical insurance must be provided in English.

4. TECHNICAL REQUIREMENTS

4.1.1c Flight Tracking Devices

Tracking will be performed by Skymate trackers provided by Gliding Australia.

- The organisation will provide a tracker to each pilot, or their crew, each day from the start of the official practice period.
- Pilots must securely install the tracker to ensure good visibility of GPS satellites and mobile cell towers.
- Pilots must use the tracker each day and return it to the competition office each day to be recharged. The tracker must be returned to the office within 60 minutes of landing, except in the case of an outlanding when the tracker must be returned as soon as possible.

If a pilot voluntarily switches off the tracker during the flight, it will be captured in the tracking data, and will be considered unsporting behaviour as per SC3a 8.6.5B.

Tracker time delay will be 15 minutes.

Access to live tracking data is only by approval of the Competition Director and is restricted to the approved technical support staff when required to support problem resolution for the trackers and the tracking website.

All access to live tracking data must be reported to the Chief Steward within 24 hours.

The organisation will recover trackers at the end of the Championship. Trackers not recovered will be charged to the NAC (300€).

4.1.1 d Additional Equipment

- Hi Vis markings are not required.
- Strobe Lights are not mandatory, but the organisers strongly recommend use of Strobe Lights.
- Carriage of supplemental oxygen is strongly encouraged and is required by regulation for flight above 12,500 feet (FL125) in Australia. The organisers will provide oxygen refills free of charge. Flight above 12,500 feet MSL without oxygen installed will be treated in the same manner as an airspace incursion with equivalent penalties applied. All aircraft which do not have oxygen fitted during the technical inspection will be treated as flying without oxygen.
- Portable devices such as Instruments, PDAs, GPS navigators, mobile phones for connected instruments, etc. must be securely mounted in the glider in such a way that the pilot's vision is not affected.
- To support potential SAR activities in remote locations, pilots are required to carry one or more of the following; mobile phone, ELT, PLB, Spot, or other satellite communications device, and to provide the phone number or beacon ID to the Organisers.
- Each Team Captain and each Competitor is required to have a smartphone with data plan to be able to receive official information from the Organiser using the WhatsApp application (www.whatsapp.com).

- FLARM
 - The installation and use of FLARM is mandatory.
 - FLARM must be operational throughout all flights.
 - At technical inspection, competitors will be required to demonstrate that the FLARM is operational on the Australian frequency and provide:
 - a recent FLARM log file for range analysis.
 - a PDF of a recent FLARM Range analysis from <https://www.flarm.com/support/tools-software/flarm-range-analyzer/>
 - Pilots may be requested to provide a FLARM log file during the contest period to allow random checks of function and range to be carried out to ensure that FLARM transmission and reception is satisfactory for adequate collision avoidance.
 - Any FLARM configuration is allowed providing that collision avoidance transmissions are enabled.

4.1.2b Instruments that must be removed from the aircraft

The following instruments shall not be carried on board:

- Bohli, Schanz, KT1 or another gimballed compass, Turn Indicator, Artificial Horizon or any other device or embedded function to assist with cloud flying.
- Artificial horizons embedded in flight computers or other instruments must provide a log in the IGC file when the feature is turned on.
- Pilots must provide a log file from any embedded artificial horizon devices for verification each day flown during the contest period.
- All flight computers or other instruments containing an embedded artificial horizon device must be declared as either the primary or secondary logger.
- If there are more than two embedded artificial horizon devices the additional artificial horizon devices must be disabled and secured for the duration of the competition.

4.2.2 Maximum Takeoff Mass

Refer Annex A – Appendix 3 – Weighing Procedures

- Weighing for the reference weight can be done with covers on. **This configuration is then required at weighing each day, no variation.**
- The tail wheel weight will be recorded for future comparison.
- Tow out equipment will be photographed, a frangible security seal applied and signed, and this must not be removed or modified during the competition.
- Oxygen equipment installed will be recorded for the purposes of determining use of oxygen.

4.4.1 Radio frequencies to be used during the Championships.

Radio frequencies will be documented in Self Briefing.

The organisation is arranging for an additional thirty-five frequencies and one frequency will be allocated for each team, or group of teams by agreement.

The organisation will specify operations frequencies for:

- Launch
- Finish
- Landing
- Start Gate
- Common Safety

5. GENERAL FLYING PROCEDURES

5.1 General

Competitors should note that Cloud Flying by gliders is prohibited in Australia by regulation.

5.3.1.b Data communication

The following forms of data communication are allowed:

- Carriage of a mobile phone as a data relay for connected instruments registered during technical inspection.
- To support potential SAR activities in remote locations, pilots are required to carry one or more of the following; mobile phone, ELT, PLB, Spot, or other satellite communications device, and to provide the phone number, or beacon ID to the Organisers.
- Inflight reception of meteorological information through radio communication and connected instruments registered during technical inspection.
- Transponder.
- Flarm.
- ADS-B as a part of an onboard collision avoidance system.
- In flight reception of OGN tracking information from publicly available sources.

The following forms, or actions, regarding data communication are not allowed:

- Mobile phone usage except as data relay for onboard device, and for provision of location services
- Disabling FLARM collision avoidance.
- Reception of tracking information by any means, including radio transmission, from any source other than publicly available OGN, or Skymate delayed tracking sources.

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

6. TASKS

6.2 Task Types

The following task types will be used in the competition:

- Racing Tasks
- Assigned Area Tasks

7. COMPETITION PROCEDURES

7.1e Daily weighing

- During daily weighing pilots or crew may be asked to demonstrate that all Ground Handling Configuration items are on board and any security seals will be checked.
- Tail wheel weight may be checked.
- Security seals on tow out gear will be checked for integrity.
- Up to 3 litres of drinking water, small snacks, maps, task sheets, portable navigation equipment (e.g., Oudie), and a mobile phone, may be added to the glider on the launch grid. No other items may be added and if detected may be cheating as per SC3a 8.6.5.
- Water ballast that has leaked out of the glider may only be replaced under the supervision of a Steward.
- The organisers may require a glider to return to the weigh station if there are any concerns about the weight.
- A mass check will be required after re-lighting for another launch if water ballast is added. Re-ballasting the aircraft must be performed in the designated area. The competitor must be prepared for the time delay this check may cause.

7.1.e. Discharging ballast

Competitors may discharge ballast on paved runways only, after passing through weight control and before arriving on the grid.

Discharging water at the weigh station, or on the grid is only permitted if water is not released onto an unsealed surface (i.e.: use of a bucket to contain the discharged water).

7.2.2 Contest site boundaries

Will be published in Self Briefing for approval by the Chief Steward

7.3.2 Launch procedures for Motor gliders

Will be published in Self Briefing for approval by the Chief Steward

7.3.2a Maximum altitude of climb after self-launch

The maximum altitude is 3000 feet MSL, which includes provision for loss of height during engine shutdown. The aircraft must then descend below 2800 feet MSL prior to climbing.

7.3.3 Release areas and release heights.

- The standard release altitude will be 2800 feet MSL.
- A depiction of the release areas will be published in Self Briefing for approval by the Chief Steward

7.3.3d Thermalling direction

Is not prescribed but must follow the rules of airmanship.

7.4 Starting

The rules relating to, prestart altitude 7.4.5b, energy control at the start 7.4.6, and PEV marker 7.4.5d, are all optional and any one or more of these may be applied on any day. The relevant information will be given at the daily briefing and will be documented on the task sheet.

7.4.3 Start geometry to be used.

Is a line of length 10 kilometres.

7.4.5c Conditions for cancelling the Task after the start gate is open.

- The Competition Director may decide to not open the start line, or to cancel the task for one, or several classes, after opening of the start line.
- This may be done for reasons of safety due to adverse weather, an accident, smoke, or if a fair contest day does not seem possible.
- Such cancellation will be announced on the contest frequency and to the team captains via the Team Captain WhatsApp Group.
- Competitors whose task has been cancelled must make every effort to return to the contest airfield immediately after the cancellation.

7.4.6 Energy Control at the Start

- The Competition Director may apply rule 7.4.6, to set the Maximum Start Altitude and Groundspeed at their discretion. If specified, it will be documented on the task sheets.

7.7.1 a. Procedures for communicating real outlandings.

- LowCrop Aero will be used to communicate all outlandings, or pilots may communicate via text message if LowCrop is unavailable.
- LowCrop Aero can be found at <https://lowcrop.aero/wgc2023/>
- Team Captains must enter and update the status of their pilots retrieve in LowCrop Aero.
- The organisation will provide login details for each Team Captain and Competitor

7.7.3 Provision of and requirements for aero tow retrieves

- Aerotow retrieves may be available from airfields, or suitable outlanding fields. The outlanding must be reported via LowCrop Aero and requested by telephone to the Outlanding Office to determine if this is possible.
- Aerotows from outlanding fields will not be allowed in fire ban days.

- The use of private tow planes for aerotow retrieves is not allowed. The Organisers may allow contest tow planes to be used for aerotow retrieves if the Outlanding Office determines that it is fair and safe to do so.
- Each aero-tow retrieve must be arranged with the Outlanding Office by the Team Captain.
- The cost of an aero-tow retrieve is independent of all other fees.

7.8.2 Finish geometry to be used.

- Is a finish ring with a minimum finish altitude MSL described at briefing and on the task sheet.
- The normal finish ring will have a radius of 3km - see Self Briefing.
- A finish ring of 10km may be used in the event of forecast adverse weather. This will be described at briefing and specified on the Task Sheet – see Self Briefing.

7.8.4 a. Finish procedures

- Arrivals must be announced on the finish frequency.
- The following phrases shall be used: (Contest number), (distance to finish ring), (direct landing/speed finish).
- Call first at 20 km from finish ring, and then at 10 km from finish ring, and then as necessary to maintain separation and awareness.
- Preferred landing will be a “Direct Landing” to the allocated runway.
- Gliders with excess energy may elect to finish followed by a circuit to the nominated alternate runway.
- The procedures for joining the circuit of the runway in use for speed finishers will be specified at the daily briefing.
- Finish procedures will be included in the Self Briefing for approval by the Chief Steward.

7.8.4 c. Conditions for closing the finish.

- Last legal landing time, or when all competitors are accounted for, whichever occurs earlier.

7.10.1 Landing procedures

- Will be published in Self Briefing for approval by the Chief Steward

7.11 Flight documentation

- Must be submitted within 60 minutes after landing back at the airfield or return to the airfield after outlanding.
- Flight Log files from the backup Flight Recorder must be submitted within 60 minutes after being requested by the Organisers.

7.11.1 Flight log files should be submitted to the scorer by

For flight log uploads there are three options:

1. Website: <https://glidingcomp.au/wgc> with a link from <https://wgc2023.com.au>
2. Email: wgc_upload@glidingcomp.au
3. SoaringSpot integration from devices – LXNAV / Oudie / etc.

8. SCORING

8.1 The scoring system for the championships

Will be 1000-Points Scoring System – i.e., Classic.

8.1.1 Scoring software to be used.

SeeYou Version 10.51 or higher.

Scoring Scripts should be uploaded to a GitHub account called “IGCscripts to store all the scripts used for scoring at CAT I gliding championships.

Standard SeeYou scripts will be uploaded here <https://github.com/IGCscripts>

8.1.2 The Team Cup

Will be scored according to Annex A 8.5.

9. COMPLAINTS AND PROTESTS

10. RESULTS AND PRIZE GIVING

10.2.1. Requirements for flags, anthem disc and tapes

Team Captains must supply three national flags of 1.2m X 1.8m size.

Each team shall send a copy of their national anthem as audio file (*.mp3) by email to the organisers before competition.

C ADDITIONAL LOCAL PROCEDURES REQUIRING APPROVAL BY IGC BUREAU

7.11.3 Flight Log must be submitted for all flights

- A flight log must be submitted for all flights, on each day flown, during the contest period.
- If a flight log is not submitted, it will be assumed that the glider infringed the forbidden airspace closest to the start sector (vertically or horizontally) and the appropriate penalty will be applied.

D WAIVERS AND LIMITATIONS

The use of Energy Control at the Start (SC3A 7.4.6) will be at the discretion of the Competition Director each day.