



13th FAI WWGC ZBRASLAVICE I 2025

Local Procedures

13th FAI Women's World Gliding Championships Zbraslavice,
Czech Republic
26.7. – 9.8.2025

A. Championships Details

Name of the Event

13th FAI WWGC

Location of the Event

| | |
|--------------------------------|-----------------------------|
| Name of airfield: | Zbraslavice, Czech Republic |
| ICAO Identifier: | LKZB |
| Latitude: | 49° 48' 51" N |
| Longitude: | 15° 12' 06" E |
| Elevation: | 493 m MSL |
| Time Zone (UTC Offset): | CEST (UTC+2) |

Event Schedule

| | | |
|--|---------------------------------|---------------------|
| Expected pilot number due | January 31 st , 2025 | 23:59 |
| NAC nomination due | March 31 st , 2025 | 23:59 |
| Entries and entry fees due | March 31 st , 2025 | 23:59 |
| Reserve pilots accepted | June 30 th , 2025 | |
| Airfield availability for training flights | Upon Request | Contact us by email |
| Unofficial training begins | July 19 th , 2025 | |
| Unofficial training ends | July 22 nd , 2025 | |
| First official team captain briefing | July 22 nd , 2025 | 19:00 |
| Official training begins | July 23 rd , 2025 | 10:00 |
| Official training ends | July 25 th , 2025 | |
| Registration period begins | July 22 nd , 2025 | 09:00 |
| Registration period ends | July 25 th , 2025 | 17:00 |
| Technical inspection period begins | July 21 st , 2025 | 09:00 |
| Technical inspection period ends | July 25 th , 2025 | 17:00 |
| Configuration change closes | July 25 th , 2025 | 17:00 |
| Mandatory safety briefing | July 25 th , 2025 | 19:00 |
| Opening Ceremony | July 26 th , 2025 | TBD |
| Contest flying begins | July 27 th , 2025 | |
| Contest flying ends | August 8 th , 2025 | |
| Closing ceremony and prize-giving | August 9 th , 2025 | 10:00 |

| | | |
|-----------------------|-------------------------------|-------|
| Welcome Party | July 25 th , 2025 | 20:00 |
| Baba Yaga Evening | August 2 nd , 2025 | 19:00 |
| International Evening | August 5 th , 2025 | 19:00 |
| Farewell Party | August 8 th , 2025 | 20:00 |

B. Specific Procedures

1. General

1.2.1 Documents applicable to this Championship

- FAI Sporting Code General Section; 2025 Edition (or the latest version)
- FAI Sporting Code Section 3 - Gliding; 2024 Edition (or the latest version)
- Annex A to Section 3; 2024 Edition (or the latest version)
- IGC Procedures for handicapped classes (valid from 1 Oct 2024 or the latest version)
- FAI Disciplinary Code Edition 2023 (or the latest version)
- FAI Code of Ethics Edition 2024 (or the latest version)
- Sporting Code Section 3ah; 2024 Edition (valid from 1 Oct 2024 or the latest version)

1.3.1 Championship Classes

- Club Class
- Standard Class
- 18m Class

1.4 Responsibilities of the Organisers

1.4.1 Organising NAC and local organiser

Name of National Organisation running the event: Aeroclub of the Czech Republic

Name of the Local Organisation running the event: Aeroclub of Zbraslavice

1.4.1.1 Contact and banking Information for the event

Contact details:

Official website: www.wwgc2025.cz

Official email: info@wwgc2025.cz

Bank Account details

Beneficiary:

Aeroklub Zbraslavice, z.s.
Letiste 252
285 21 Zbraslavice
Czech Republic

Bank: UniCredit Bank Czech Republic and Slovakia, a.s.

Bank address:

UniCredit Bank Czech Republic and Slovakia, a.s.
Želetavská 1525/1
140 92 Praha 4 – Michle
Czech Republic

IBAN: CZ28 2700 0000 0011 4642 1048

BIC/SWIFT CODE: BACX CZ PP

Account Number: 1146421048

National Payment System Code: 2700

Account Currency: EUR

Payment Reference:

Team Payment – Country Name + Number of Pilots
Individual Payment – Full Name + Country

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

1.4.1.3 Time of Contest Sunset

20:30 of local time (CEST) valid for the whole duration of the competition.

1.4.1.4 Primary Digital Messaging Platform

WhatsApp

1.4.2.1 Additional safety rules

An Online Safety Box will be used. Link will be published on the competition website prior to the competition

1.4.5 Instructions for obtaining navigational charts

All pilots and team captains will be provided with a map of the competition area including turn points and airspace. If participants wish to purchase an official ICAO navigational chart, contact the Organiser at the official email address.

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. Daily conversion to m MSL will be provided on task sheet.

1.4.5.4 Official Notice Board

Information required to be published on the Official Notice Board will be sent using the official **one-way** WhatsApp group created specifically for this purpose.

2. Championships officials

| | | |
|---------------------------------|---------------------------|--|
| Championships Director | Martin Hřivna | martin.hrivna@gmail.com |
| Sporting Director | Martin Hřivna | martin.hrivna@gmail.com |
| Deputy director*/Safety officer | Eduard Niko | niko.eduard@gmail.com |
| Airfield Director | Martin Mezera | vlp@lkzb.cz |
| Operations Director | Jan Hýla | predseda@lkzb.cz |
| Task Setter | Martin Hřivna / Jan Horák | |
| Chief Scorer | Hynek Chovan | hynekchovan@icloud.com |
| Meteorologist | Jan Horák | honza.horak@gmail.com |

*Deputy Director takes over the responsibilities of Championships/Sporting Director when the Director is not present or able to perform his duties.

IGC Officials:

International Jury

| | | |
|---------------------------------|----------------------|--|
| President of International Jury | Lasse Virtanen (FIN) | |
| Member of International Jury | TBD | |
| Member of International Jury | TBD | |

Stewards

| | | |
|---------------|----------------------|--|
| Chief Steward | Mandy Temple (AUS) | |
| Steward | Robert Danewid (SWE) | |

3. National Teams

3.4.2 The Entry fee

Entry fee: EUR 890. It must be paid in Euros

The payment of Entry Fee is due by March 31st, 2025.

The entry fee is adjusted to 890 EUR to account for the increase in FAI sanction fees of 38 CHF from when the bid was submitted.

Other fees payable are:

Aero-tow to 600 metres AGL:

| | |
|---|---------------------------|
| Club Class | EUR 64, payable in Euros |
| Standard Class and 18 Metre Class: | EUR 69, payable in Euros |
| Self-launching gliders launch fee: | EUR 10, payable in Euros. |

Pre-payment of 10 launches will be required during registration. This payment can preferably be made together with entry fee payment, by transfer before registration or by card during registration.

The accommodation fees at the airfield will be 15€ per tent/caravan/motorhome/van per night and 7€ per person per night. Payment will be collected at the end of the Championships or it can be prepaid. It is possible to pay by card or cash.

3.4.3a Number of allowable entries per NAC

3 pilots in each class (excluding women's reigning champions).

A reserve pilot can replace a nominated pilot in the event of withdrawal, provided that the entry fees for the officially entered pilots have been received.

A competitor must satisfy all requirements listed in the Sporting Code, Annex A, Section 3.2.

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)
- Further clarification regarding medical certificate needed for flying within WWGC competition area: ICAO class 2 medical certificate or EASA part MED class 2 or class LAPL is required

For all team members:

- Personal medical insurance as described in ANNEX A 3.6.2. Documentary proof of insurance must be provided in the English language and provided by pilots during registration for themselves and by the team captains 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)
- Third-party Insurance Certificate
- Pilot License
- Medical Certificate
- And any other as specified in the Certificate of Airworthiness/ Experimental Certificate/ Permit to Fly

All documents must be carried on board at least in copies. (electronic copies are not permissible).

3.6.1 Minimum Third Party Insurance Coverage

Third-party insurance meeting the requirements of EC Regulation 785/2004 is required for each participating sailplane.

The minimum limits:

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
(SDR - Special Drawing Right)

Documentary proof of insurance must be provided in the English language.

Please ensure your third-party insurance covers territories of all countries specified in Contest Area section.

4. Technical Requirements

4.1.1c Flight Tracking Devices

Flight tracking devices provided by the Organisers must be carried on board.

4.1.1d Strobe Lights

Strobe lights must be operational in all gliders and comply with SC3 Annex A. Only white or red lights strobe lights are allowed.

4.1.1e High-Visibility Markings and additional mandatory equipment

High-visibility markings are not required.

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.

4.1.2 Instruments that must be removed or disabled:

No instruments permitting pilots to fly without visual reference to the ground may be used during the contest. If carried on board they must be reported to the Organisers during the acceptance check and disabled.

Additional instrumentation limitations and procedures not covered by SC3A 4.1.2

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 kind of Artificial Horizon
- Attitude and Heading Reference System (AHRS) Module

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

4.3 Contest Numbers

Attention is drawn to this rule.

The contest numbers, as validated by the Organisers, shall be displayed:

4.3.1a. On both sides of the tail fin and/or rudder. These should be at least 30 cm high.

4.3.1b. On the glider trailer and crew car.

4.3.2 Contest numbers shall consist of not more than three letters or numerals or a combination of letters and numerals in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing, of low contrast or otherwise illegible. Competitors not complying with the Organiser's requirements shall be denied competition launches.

4.4.1 Radio frequencies

Radio frequencies to be used during the Championships will be listed here and in the Self Briefing prior to the start of the Championships. Team frequencies will be published separately on the competition website.

5. General Flying Procedures

5.3.1b Additional data communication specifically allowed by the Organisers

Text communication between pilots and team captains is allowed.

6. Tasks

6.3.3 Algorithm for calculating OZ radius in DHT

DHT will not be used during the Championships.

7. Competition Procedures

7.1 e. 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

Will be published in Self briefing

7.2.5 Conditions for cancelling the task after gate opening

The Championship Director may cancel the Task after the opening of the start gate if, in his judgment, an unsafe condition has developed that affects all competitors and prevents the competition day from proceeding safely – as per Annex A. If such situation occurs, cancellation of the task will be announced on the competition frequency and official information channel (WhatsApp group).

7.3.1e Additional launch procedures

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

1150 m MSL

7.3.2c Procedures for restarting MoP without an intervening landing

Will not be used.

7.3.3 Release areas, towing patterns and release heights

The standard release height will be 1100 m MSL

A depiction of the release area and towing patterns will be published in Self briefing

7.3.3d Thermalling direction

Thermalling direction is not prescribed. In accordance with the rules of the air.

7.4.2.1b Conditions for closing the start

None

7.4.2.2 Pre-Start Altitude Limit

Pre-start altitude limit will be used during the Championships. Its use will be specified during briefing each day and published on the task sheet.

7.4.3 Start Geometry

Line of radius of 5 km (10 km total length).

7.4.3.2 PEV Start Procedure

PEV start procedure will be used during the Championships. Its use will be specified during briefing each day and published on the task sheet.

7.4.3.5 Energy Control at the Start

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. 7.4.3.5 will be used or not.

7.7.1 a. Procedures for communicating real outlandings

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

7.7.3 Aerotow Retrieves

Aerotow 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 700 m MSL.

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

7.8.4 a. Finish procedures

Arrivals must be announced on frequency TBD

The following phrases shall be used:

(Contest number), (distance to finish ring), (direct landing/joining the circuit).

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.

7.8.4c Conditions for closing the finish

None

7.10.1 Landing procedures

Will be published in Self briefing

7.11 Flight Documentation Submission Period

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 Organizers.

7.11.1 Submission of Flight Documentation

By email to igc@wwgc2025.cz 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 TBD.

Scoring Scripts should 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 and Strepla scripts will be uploaded here. <https://github.com/IGCscripts>

C. Common Procedures for 2025

1 April 2025

1. Official Information

Information required to be published on the official notice board may be published by other means. The acceptable means of publication of official information are as follows:

Official Notice board located... (optional)

Webpage url... (optional)

Text Message Group... (optional)

etc....

The means of publication of official information must be approved by the Chief Steward.

2. Contest Sunset

The time of Contest sunset may be a single time valid for the period of the contest, or it may be declared by the Organisers each day. In both cases, the time of Contest sunset must be published on the daily Task Sheet.

3. Waiver: Optional use of SC3A 7.4.3.5

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. 7.4.3.5 will be used.

4. Interpretation of SC3A 5.3.1b (External Aid)

Restrictions are placed on the data received in the cockpit as follows:

- With one exception, the data that a pilot receives must be from a publicly available source (i.e. one to which all pilots have access).
- The exception is publicly available data that has been received by the Team Captain, then processed and relayed to a pilot.
- No restrictions apply to the hardware or instrumentation that receives and displays that data except that it must be securely mounted.

5. SC3A 7.4.4 (Cylinder Start)

The Cylinder Start will not be used.