# REGULAMIN LOKALNY

INTERNATIONAL GLIDING COMPETITION LESZNO CUP 2024 IN THE OPEN CLASS

**A . COMPETITION DETAILS:**

COMPETITION NAME:

International Leszno Cup Gliding Competition in the open class

COMPETITION LOCATION:

Leszno Strzyżewice EPLS

ARP 51°50'06"N 16°31'19"E

Radio frequency 122.305 MHz

Elevation 94 m AMSL

COMPETITION SCHEDULE

- Applications start at: January 30, 2024
- Entry Forms due: 30/07/2024
- Training days for competitors 30/07-01/08/2024
- Competitors registration: August 2, 2024 at 10:00 – 20:001)
- Competition opening ceremony: August 2, 2024 20:00
- Official inauguration briefing: August 2, 2024 20:20
- Contest flying: 03-10/08/2024 2)
- Closing ceremony and Prize giving: August 10, 2024 20:00 3)
- The deadline for submitting appeals to the Gliding Commission is August 18, 2024

COMMENTS:

1) Competitors registration will end on August 2, 2024 at 8:00 p.m. local time. Competitors who do not register by the above deadline will not be allowed to take part in the competition and will not receive a refund of the entry fee.

2) If after August 10, 2024, there is one competition missing, August 11, 2024 will be a reserve competition day and an attempt will be made to hold the third competition on that day.

3) The final date and time of the official closing ceremony of the competition will depend on the date of the last competition and the statutory time necessary to announce the official results of the last competition of the competition.

COMPETITION OFFICIALS

Competition Director: Mariusz Poźniak

Sporting Director: Mariusz Poźniak

Chief Scorer: Marek Uzarowski

Jury: Wojciech Batog

Safety Inspector: Michał Graczyk

Meteo: Elmer Joandi

Administration: Wiktoria Zawadzka

Flight manager: Przemysław Bator

ADDRESS OF THE COMPETITION ORGANIZER

Leszczyński Aero Club, ul. Szybowników 28, 64-100 Leszno

Phone: +48 505 492 178; +48 602111161

E-mail: biuro@aeroklub.leszno.pl www.aeroklub.leszno.pl

Bank account: PLN SANTANDER 65 1090 1245 0000 0000 2400 9789

EUR SANTANDER 68 1090 1245 0000 0001 3614 6391

## B. GENERAL PART

1.1 ADDITIONAL COMPETITION OBJECTIVES: none

1.3.1. COMPETITION CLASSES:

- Only one classification will be made. It will contain both Polish and foreign pilots, competing on Open, 18 and 15 m class gliders with handicap index from Table 1e in Annex of the polish rules: II Regulamin Zawodów Szybowcowych.
- The applicable limit is 40 competitors

1.4.1 ADDITIONAL SAFETY RULES

a. The direction of circling in the thermal is determined by the glider that started circling first, regardless of the position of the thermal in relation to the airport. Circling in opposite directions is permitted when the horizontal distance between the gliders is not less than 300 meters. If the distance between any circling glider falls below 300 meters, all gliders must change direction in line with the lowest circling glider.

b. The maximum speed for vehicles traveling at the airport is 25 km/h,

c. All vehicles entering airfield boundaries should have special identification marks consisting of glider Competition Number, shown in a visible way. Pilots have to brief their crew about all rules while maneuvering on the airfield

d. Gliders and trailers must be anchored when parked for a longer time without assistance.

e. In the event of a serious accident, the competitor who observes the accident or learns about it, immediately reports this information directly or through other competitors to the competition director and takes all actions necessary for the rescue operation. If an accident requires rescue action by one or more competitors, the competition director, after being informed of this fact, will announce the cancellation of the competition by radio.

f. Safety comments are welcome from any pilot at any time. They can be directed to the Safety Committee, Safety Inspector, Sporting Director . This can also be done anonymously via a digital 'safety box'.

g. In participating the Championships, all pilots commit themselves to fair sportsmanship and to the highest possible degree of mutual respect. Air safety (including other competitors' safety) has absolute priority in any circumstances.

h. All additional safety information, including operational information, will be included in the "SELF BRIEFING" file constituting Appendix 3.

1.4.3 NATIONAL DOPING TESTING REQUIREMENTS

- Organizers can perform tests according to Polish Anti-doping Rules. Every competitor asked by Competition Director has to report himself in specified time and place.

1.4.4 COMPETITORS REPRESENTATIVES ON THE SAFETY COMMITTEE will be elected by vote during the inaugural briefing.

## C. ENTRIES

3.1. SUBMITTING APPLICATIONS

- Applications will only be accepted via the website:
http://www.aeroklub.leszno.pl. ("Competitions" tab).
- Applications will be accepted until July 30, 2024. If there are still free places available after this date, the Organizer will accept pilots registered at a later date.
- The order is valid according to the date of receipt of the entry fee to the organizer's account (in the case of the same date, priority will be given to the competitor ranked higher in the IGC Ranking List on July 30, 2024).

3.1. ENTRY FEE AND PARTICIPATION COSTS

- entry fee: PLN 800 = 190 EURO, payable by July 30, 2024 (after July 30, 2024, the entry fee increases to PLN 900 = 215 EURO)
- costs of aerotowing: PLN 190 = 45 EURO*, 600 meters AGL, self launcher take-off: 50 PLN

*Note: prepayment is required for 3 aerotowings / 3 take-offs no later than on the day of registration (June 30, 2024)

3.2 REGISTRATION

Registration and technical verification procedure for sailplanes:

- You can start registration after preparing all the documents listed in points 3.2.3.1, 3.3 and 4.1.2 II. Gliding Competition Regulations.
- First, you need to pay for 3 aerotows.
- With confirmation of payment for 3 aerotowings, with the glider's documents and the completed registration form (Appendix 1), please report to the Technical Commission office (western entrance in the H1 hangar, 1st floor) only on August 2, 2024 at from 10:00 to 20:00 for the purpose of Mandatory technical verification of gliders (measuring the wingspan, checking the equipment and weighing the gliders). To avoid congestion and to conduct technical verification efficiently, please reserve time slots for technical verification. Slots will be available on the competition website.
- After verifying the documents, weighing and inspecting the glider, you must obtain the signature of the Head of the Technical Commission allowing the glider to participate in the competition.
- Then, you should report to the Competition Registration Office with the personal documents specified in points 3.2.3.1, 3.3 and 4.1.2 of the II Gliding Competition Regulations.
- The registration process can be considered completed when the form is accepted and signed by a member of the competition registration section.

**3.2.4 ADDITIONAL Documentation Required:**

Team members from countries that require visas to enter Poland, Germany or the Czech Republic must organize them by their own means in due time. We are planning to use German and Czech airspace when setting the tasks. Also, all the team members involved in retrieves after outlanding, as well as the pilots, must possess German and Czech visas if necessary.

**For the pilot:**

- Pilot License or equivalent document valid until at least 11 August 2024, mentioning the launch methods and proof of qualification regarding hours and badges;
- Medical certificate valid until at least 11 August 2024
- Personal medical insurance certificates valid until at least 11 August 2024
- Radio License valid until at least 11 August 2024,

**For the glider:**

- Registration Certificate
- Aircraft radio certificate valid until at least 11 August 202
- Flight manual and Logbook
- Valid weight and balance sheet of the glider
- Third party liability insurance certificate valid until at least 11 August 2024
- Certificate of Airworthiness or permit to fly or Experimental Certificate valid until at least 11 August 2024
- Airworthiness Review Certificate (ARC) or equivalent document valid until at least 11 August 2024
- Flight recorder calibration certificate for primary and secondary FRs

**For Cars and Trailers:**

- International insurance policies for retrieve cars and trailers must be valid in Poland, Germany and Czech Republic.

Insurance sailplane

Third Party Insurance coverage is required of at least:

- MTOM < 500 kg 750 000 SDR limit
- MTOM > 500 kg not less than 1 500 000 SDR limit accordance EU Reg. 785/2004.

Particulars of Third-Party insurance required by the Organisers.
Documentary proof of insurance shall be provided in English.

**Personal Medical Insurance For pilots, Team Captains and Crews**

Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs and the costs of transport to the hospital (including helicopter) or back to the team member's home country. Pilots should ensure that their insurance covers accidents and injuries sustained whilst gliding and in competition

- Insurances are going to be checked during registration.
- All documents shall be valid for competition period at least.

The competitor should have an electronic printout of the range of the FLARM device used during the competition and send it to the e-mail address <biuro@aeroklub.leszno.pl> before registration. Link to the page where you can upload your FLARM files to generate a range printout:
https://shop.flarm.com/support/tools-software/flam-range-analyzer/
Thanks to the "switch to old view" option, you can see the FLARM range in several planes - we recommend electronic printing of this view as well. It is best to insert 16 files for analysis at a time, not only one - that is the maximum the tool allows. For analysis, it is best to use files from competitions or camps where many gliders were flown. If the competitor did not have the opportunity to perform flights earlier, it is allowed to provide FLARM range results after the first flight performed during the competition,

D. TECHNICAL REQUIREMENTS

4.1.1 MANDATORY ADDITIONAL EQUIPMENT

- It is recommended to have a strobe lamp installed in the glider. Recommended red or white color and flash frequency between 40 and 100 per minute (in accordance with current FAI recommendations).

4.1.2.b. INSTRUMENTS THAT NEED TO BE REMOVED FROM THE SAILPLANE

- The following visual flight devices: Bohli, Shanz, KT 1 compasses and artificial horizons must be removed/covered/permanently disconnected.

4.1.2.3 NOTES: PLACING SIGNS ON SAILPLANES TO INCREASE VISIBILITY DURING FLIGHT:

- Not required

4.2.2. Glider weight checking procedures

- The weight of random selected gliders will be checked during transport, to the grid. Sailplanes selected by the glider weight control staff must report to the glider weighing station. Weighing can also be done on Grid. The tolerance for gliders is +10 kg. Exceeding the maximum take-off weight (MTOW) by 11 or more kg will result in penalty points of 5 point for each 1 kg, starting from 11 kg above the MTOW of the Glider

MTOW is defined as the lower of the following values:
- maximum take-off mass specified in the sailplane type certificate
- maximum take-off weight permitted for the relevant class of sailplane

**Tie-down and glider parking:**
Water taps will be provided at the tie-down area to fill the gliders. For each gliders it is recommended to bring a water canister and tube at least 30 meters long to connect the water taps.
Electricity will be provided on the tie-down area. For each gliders which need electricity on the tie-down area, it is recommended to bring an extension cord at least 50 meters long.
Please remember to remove all anchors at the end of the competition.

**E. GENERAL FLYING PROCEDURES**

5.2. BRIEFING AND UNITS OF MEASUREMENT
Daily briefing will be conducted in an adapted part of the tent hall of the Leszno Airport.
An announcement containing the start time of the briefing each day will be published via WhatsApp, where a group called „LESZNO CUP 2024" will be created. The same message will be reproduced on the Competitions website and in the "Soaring Spot".
During the briefing, the presence of all competitors will be checked. Absence may result in the competitor not being allowed to participate in the task of the day.

If the tasks of the day are distributed during the briefing at the grid, this situation should be treated as a change of the task of the day. The Organizer's obligation is to prepare a sheet indicating the competition class and task variant, as well as to include a list of competitors of a given class with a space for pilot's signature. It is the responsibility of each competitor to sign the sheet, which will confirm acceptance of the applicable variant of the day's task.

UNITS OF MEASUREMENT USED IN CHAMPIONSHIPS:

- Distance: [km] and [m]
- Height (AMSL): [m]
- Weight: [kg]
- IAS speed: [km/h]
- Wind speed: [m/s]
- QNH pressure: [hPa]
- Temperature [0C]
- Local time: [hh:mm] (UTC+2 hours)

Altimeter settings for each day will be announced during the Briefing and will be published on the official Task Sheet.

5.3.1.a. RADIO COMMUNICATION WITH AIR TRAFFIC SERVICES
When flying within MTMA and MCTR limits, all pilots must keep a radio watch on the following frequencies:
MTMA EPPW (Powidz) – 129.675 MHz,
MCTR EPPW (Powidz) – 119,000 MHz,
MCTR EPMI (Mirosławiec) – 128.475 MHz,
MTMA EPMI (Mirosławiec) – 126.575 MHz,
MCTR EPLK (Łask) – 133.075 MHz,
MTMA EPLK (Łask) – 125.350 MHz,
MCTR EPLY (Łęczyca) – 128.025 MHz,
MTMA EPLY (Łęczyca) - 119.750 MHz and strictly follow the controllers' instructions.
When flying in a radio mandatory zone (RMZ), all pilots must keep a radio watch on the following frequencies:
RMZ EPZG (Babimost) - 118.755 MHz
RMZ EPBY (Bydgoszcz) - 131.005 MHz

5.3.1.b. DATA TRANSMISSION REQUIREMENTS
- NONE

5.3.1.c. RADIO FREQUENCIES USED DURING COMPETITIONS
- Safety frequency 120.705 MHz
- Operating frequency "Leszno Radio", Takeoffs, towing, finish, landing 122.305 MHz
- Since take-off until leaving the release zone and from 10 km before the center of the finish until leaving the landing strip, each pilot must remain on the frequency of 122.305 MHz
- Spare frequency (in case of blocking "Leszno Radio"): 120.705
- Announcing the opening of flying take-off times on 120.705 MHz
- During en-route flight, circling, approach to landing in unfavorable terrain and after landing, you should keep a watch on the frequencies applicable in individual AIRCOM sectors: (https://www.ais.pansa.pl/vfr/pliki/EP_ENR_2_6_en.pdf):
  AIRCOM C – 123.815 MHz;
  AIRCOM D – 125.115 MHz;

5.3.1.d. FREQUENCIES FOR SECURITY PURPOSES
- The safety frequency of 120.705 MHz applies:
  - over the airport from detachment to take-off
  - within 20 km from the departure point

G. COMPETITION PROCEDURES

7.1 An announcement containing the GRID ORDER for each class, the end time of setting up the gliders at the start (grid time) and the starting direction will be published via WhatsApp, where a group will be created under the name "LESZNO CUP 2024". The same message will be reproduced on the website. competitions and in the "Soaring Spot". The lack of a glider positioning diagram means that the start is not lined and the gliders should not be transported to the start.

- When placing the glider on the grid, it is important to take a seat in the right row. The glider arriving first in the row must occupy the furthest position in its row from the glider parking lot. The next gliders occupy the next places in the row from the furthest to the nearest.

- Information confirming the commencement or postponement of the starts will be provided no later than 10 minutes before the start of the ground starts.

- Cars, bicycles and other supporting equipment must be removed to the designated place no later than 10 minutes before the start of the race.

7.2.2. CONTEST SITE BOUNDARIES
- Will be published in "Self Briefing", MAP I-2.
- In the case of a landing inside the contest site boundaries during ground take-offs, the organizer will pull the gliders beyond the landing strip with his means of transport. The pilot's duty is to cooperate with the driver of the retrieving vehicle (attaching the rope and guiding the glider by the wing) and following the organizer's instructions in order to leave the landing strip as quickly as possible.

7.3.2. TAKE-OFF PROCEDURES FOR SELF LAUNCHERS

- **Self launching motor gliders:**
  - shall follow the same climb out path as the aero towed gliders according to the scheme included in the "Self Briefing" file (MAP AT-23-NW, MAP AT-23-SW, MAP AT-05-NE, MAP AT- 05-SE), identified at the briefing as applicable on a given day

- shall shut down their MoP in the designated release area at an altitude of no more than plus 50 m above the glider towing height behind the aircraft.

7.3.3. NOTES: AREAS WHERE CONTINUOUS CIRCLING IS PROHIBITED OR CIRCLING IN ONE DIRECTION IS OBLIGATORY FOR ALL GLIDERS:

- Continuous circling is prohibited below the altitude of 900m AMSL inside the aero tow zones (MAP AT-23-NW, MAP AT-23-SW, MAP AT-05-NE, MAP AT-05-SE) and within the release zones (MAP RZ-23-NW, MAP RZ-23 -SW, MAP RZ-05-NE, MAP RZ-05-SE during take off time.

7.4.2. TYPES AND DEFINITIONS OF THE TYPES OF START THAT WILL BE USED

- START LINE - A section of a straight line with a length of 10 km (5 km from the departure point defining the starting line) and a maximum of 20 km (10 km from the departure point defining the center of the starting line), located perpendicular to the line leading to the first Turning Point with altitude difference between the start and finish will be applied.. Can only be used for RT Racing tasks.
- START CYLINDER - The area defined by a circle with the center being the Departure Point with altitude difference between the start and finish will be applied.

a. A Start is valid if the Flight Log shows that the glider leaves the Start Ring in the direction specified on the task sheet and the pilot has marked the Start inside the cylinder by the PEV, after the opening of the Start.

Clarification

The length of the first leg is calculated from the fix recorded at the Start Time to the first Turning Point or Designated Area.

If the last activation of the PEV took place earlier than the opening of the start, then the opening of the start is considered the Start Moment (if exactly at the moment of opening the start no fix was saved or is not inside the Start Cylinder, then the first fix saved is considered the Start Moment after opening the start and after entering the Start Cylinder).

If the last PEV activation took place before the glider entered the Start Cylinder, the first fix after entering the Start Cylinder is considered the Start Moment.

If the last PEV activation occurred before the sailplane entered the Start Cylinder, the first fix after entering the Start Cylinder is considered the Start Moment.

If the Start Moment occurred after the glider left the Start Cylinder, then the distance of the first leg is calculated from the place of the Start Moment, and the Start time is calculated from the place of leaving the Start Cylinder (last fix inside the Start Cylinder). The above option only applies if the Start Moment occurred less than or equal to 1 minute after leaving the Start Cylinder.

The minimum time interval between successive declared starts is 10 minutes. The organizer may set another longer time interval.

If the time interval between the previous declared and the next declared flying start is smaller than the interval set by the Organizer (times of the Start Moments count), then the last start is considered a valid start, but a penalty is applied - the task time will be increased by the difference:
10 minutes – (difference between the previous declared and the next start).
At the same time, the result of the above operation cannot be less than zero.

For example, if the interval is 15 minutes, the declared first start - 13.30.00, the declared second start - 13.44.30, then the competitor's flight time is increased by 30 seconds. This is to protect against a mistake in the event of an inaccurate calculation of the interval and reduce the burden on the competitor of the possible need to carefully monitor this value.

If the time interval between the previous declared start and the next start is less than 2 minutes, then this next flying start is valid. Only one repetition of the start in these 2 minutes is allowed. This is to allow an immediate restart in case the competitor is unsure of the correctness of the start.

If no Start has been declared by the PEV or the Start Time has occurred more than 1 minute after leaving the start zone, then the last Start (last leaving the departure zone) is considered valid, but the penalty is applied:
i. For the first offense during the competition - the task time increased by 5 minutes.
ii. For subsequent offenses - the task time increased by 10 minutes.

- STARTING SLOT - The Organizer plans the use of starting slots.
- All the above information, including the Start Line and Cylinder parameters, will be provided during the pre-flight briefing and recorded on the daily task sheet.

7.4.4.a. RADIO PROCEDURES FOR ANNOUNCING START
- Start opening will be announced by radio on the frequency of 120.705 MHz in Polish and English.
- The following announcements will be made:
- After the last glider launch of the class: Start line for class… will open in ….minutes … at ……
- 5 minutes before the opening of the start line: Start line for class… will open in 5 minutes at ……
- At the time of opening: Start line for class… is opened at (since) ……

7.4.4.b. START PROCEDURES REGARDING ALTITUDE LIMIT
- Start procedures regarding altitude limits may be used in competitions and will be specified in the briefing and on the day's task sheet.

7.4.5. EVENT MARKER REGARDING THE FLYING START PROCEDURE:
- The starting marker will be used in the Open class

7.6.1. THE BOUNDARIES OF THE COMPETITION AREA WILL BE DEFINED IN A TEXT FILE AND PUBLISHED:
- on the website https://www.soaringspot.com and www.aeroklub.leszno.pl

7.6.2.a. REAL OUTLANDING - PROCEDURE OF REPORTING
- After landing in the field, the competitor must notify the landing office as soon as possible by reporting an off-airport landing via the "Lowcrop" application or by phone at +48 602111161
- The report may be forwarded to the crew, but in this case the crea must immediately transmit the information to the landing office before leaving the airport.

7.6.4. OUTLANDING - AEROTOW RETRIEVING - CONDITIONS AND REQUIREMENTS
- Retrieving by aerotow r is only possible from airports and landing fields.

7.7.1.a, b CROSSING OF THE FINISH CIRCLE - MINIMUM AND MAXIMUM HEIGHTS
- The finish line is in the shape of a circle with a radius of 4 km around the End Point of the Route, which will be point 108 Leszno with coordinates 51°50'06"N, 16°31'19"E.
- To improve safety, the organizer may increase the finish radius.

7.7.4.a. FINISH LINE PROCEDURES
- The competitor must report arrival on the 122.305 MHz frequency when he is within 10 km **to point 108**.
- Pilots crossing the finish line circle below 195 m AMSL – must land straight ahead. ("Self Briefing" MAP L-23 and MAP L-05)

- When straight landing, the pilot should report as follows: Call sign (contest no) and distance from the airport.
Example: „AL" 10 kilometers" (report the distance from the center of the EPLS airport)
- Pilots crossing the finish line circle above 195 m AMSL with a reserve of energy guaranteeing safe execution of the maneuver land in accordance with the procedure discussed during the pre-flight briefing ("Self Briefing" MAP FL-23, MAP L-23 and MAP FL-05, MAP L-05)
- In case of a landing with a maneuver, the pilot should report the following: Call sign (contest no), distance to the finish line and the word "speed finish";
Example: „AL" 10 kilometer speed finish" (report the distance from the center of the EPLS airport).

Note: Deviation from the prescribed procedures is possible after obtaining permission from the flight director.
- Wind direction and speed can be obtained on the radio frequency 122.305 MHz
- Wind information will be provided by the flight director on 122.305 MHz without pilot's request in case of significant meteorological phenomena that may affect flight safety or are expected or occur.

**- When approaching Leszno, after reaching the distance of 10 km to point 108 to the end of the landing roll, it is prohibited to make sudden maneuvers resulting in changes in the direction and altitude of the flight.**

- Safety and airmanship at finish - Competitors are reminded that all pilots must be aware of and fly within the requirements of the law and its exceptions regarding low-flying and reckless or negligent endangerment of any person or property. To meet this requirement, regardless of the position of the finish, all approaches towards the airfield should prescribe a descending profile (other than to go-around where necessary), the landing area should be in the pilot's sight, and the airfield boundary must be crossed at a height which cannot endanger persons (seen or unseen), vessels or property

**7.8.1 Landing procedures**
- Landing procedures, in variants corresponding to the traffic situation, will be published in the "Self Briefing" files on the organizer's website and on the Soaring Spot website, as MAP L-23 and MAP L-05)
*Competitors rejoining the circuit to land shall join downwind.*

- Competitors shall provide the following information:

- If rejoining the circuit - their contest number, distance to the airfield and their intention to join downwind: e.g. " AX NINE KILOMETERS, JOINING RIGHT DOWNWIND RUNWAY 24"
The preferred landing procedure is straight in with long landing. After crossing the finish ring, slow down to approach speed and fit into sequence with other landing sailplanes. Sharp pull ups and any sudden change in direction of flight are prohibited and will be penalized. Finishing sailplanes shall normally continue to roll as long as possible to allow other sailplanes to land safely behind and to use as much runway as possible. Keep straight during the landing roll, do not turn off to the side except Gliders landing along and close the northern edge of Runway 24 that can vacate the Runway on safe speed to the right and southern edge of Runway 23L that can vacate the Runway on safe speed to the left. Landing procedures for circuits are published in the Self Briefing
After landing, the team of the glider shall be ready to push their gliders away from landing strip as soon as possible to free up landing space. In case of mass landings, Organizers will help to remove gliders out of landing area with their own vehicles. Pilot is obliged to cooperate with driver, attach the rope and walk holding the wing.
Gliders can only leave the RUNWAYS in the same direction as the used landing direction,

crossing the RUNWAYS in any direction before the marked traffic cone is strictly prohibited. Cars can only move parallel to the landing direction follow the green routes around the airfield.

- The variant of the landing procedure, applicable on a given day, will be announced at the daily briefing and published on the task sheet.
- During landing, stay on the radio frequency of 122.305 MHz.
- A pilot who has not completed the task or intends to land at the airport for any other reason should join the traffic pattern to the "downwind" position and land on the runway indicated during the briefing, unless the flight director gives a different order.
- Before joining the airport traffic, the pilot should report intentions:
    - distance from the airport
    - way to join the airport circle:

Example: "AL. Ten kilometer, intention to join downwind, right hand pattern to runway 23R".

- Gliders landing on an empty airfield should land as close as possible to the„outer" edge of the runway.
- Only a glider landing directly along the edge of the runway specified during the pre-flight briefing has the right to change direction in order to vacate it. Such a turn direction and the zone where it is allowed will be specified in the pre-flight briefing.

Immediately after completing the landing roll, pilots should, if possible, push their gliders off the landing strip or group gliders to make room for other landing gliders.

### 7.9. FLIGHT DOCUMENTATION

- The pilot must submit the flight record from the GNSS FR flight recorder, by e-mail to the o the Scoring Office address: epls@net4us.ue, after landing at the airport within a maximum time of 45 minutes from the time of landing, even if the competitor did not depart or turned back from the task, and if the task was canceled.
- When outlanding outside the limits of EPLS, the flight record of the FR GNSS recorder should be sent by e-mail to the following Scoring Office address: epls@net4us.ue. If sending by the e-mail were not possible, flight record must be delivered into the Scoring immediately after arrival at the airport.

- If the Scoring requests a delivery of the backup flight control device, the pilot must comply with the request within 60 minutes of notification. Notification means informing the competitor by Chief Scorer directly or via mobile phone (call or WhatsApp). The above documentation must be delivered to the office of the referees' commission or to the place indicated by Chief Scoring.

- GNSS records digital data storage medium must be saved in the IGC format on digital data storage medium. The medium must be clearly marked. The competition number and the device status indication "main" or "backup" are considered as a minimum description of the medium.

- It is the pilot's responsibility to provide the necessary equipment for reading recorders and media.

- The pilot is obliged to keep the GNSS record saved until the official results are announced.

## H. PUNCTATION

8.1. SCORING SYSTEM

- Classic, 1000 points

## I.PROTESTS

9.2.3. AMOUNT OF THE PROTEST FEE (DEPOSIT)

- The deposit amount is PLN 400

## J. PRIZE GIVING CEREMONY

10.2.1. CEREMONIAL REQUIREMENTS REGARDING THE PRESENTATION OF FLAGS AND PLAYING OF ANTHEMS

- From the beginning of the competition until the end of the awards ceremony, the following flags should be hoisted: of the Polish Aero Club and all represented countries.
- All competitors are obliged to participate in the opening and closing ceremonies of the competition. Absence will be treated as a manifestation of behavior unbecoming of an athlete.

## K. DEVIATIONS FROM THE REGULATIONS

- None

Competition director

Mariusz Poźniak