

# Implementing Regulations for the 21<sup>st</sup> International Military Gliding Competition 2025

## **1. General Regulations**

- 1.1. This implementing regulations are part of the announcement of the IMGC 2025.
- 1.2. The event is not public.
- 1.3. Each glider pilot needs at least one assistant that officially has to be registered. (Two Teams can share one assistant).
- 1.4. Deviations from the fundamental rules found in No.4 of the announcement or these implementing regulations are published in the initial briefing, if necessary due to meteorological or other reasons.
- 1.5. The Bundeswehr-Flugsportvereinigung as well as its institutions and subsidiaries shall not be liable for physical injury or damage occurring to participants or members of a competition team. This also applies to physical injury or damage caused to a third party by participants or members of a competition team.

## **2. Competition administration and Jury**

- 2.1. Competition administration  
Competition director: Captain (OF-5) Frank Strewing  
Task setter: TBS
- 2.2. Jury: Will be announced during initial briefing.
- 2.3. Safety Committee: Will be formed by the elected class representatives, the Task setter & the Flight Safety Officer

## **3. Basic regulations**

The competition will be executed according to the basic regulations listed in No.4 of the announcement (rules), these implementing regulations as well as the requirements imposed by the DFS GmbH and the agreement of usage with HSG 64 LTGrp Holzdorf.

- 3.1. The „Wettbewerbsordnung für Segelflugmeisterschaften“ (SWO, gliding competition order) is applicable in its current version.
- 3.2. Deviating from No. 3.1, the scoring for the 3 classes will be based on following Index:

Club class: All Gliders listed on the current IGC index list will be scored in accordance to the current IGC index list.

Club class exceptions: A Glider not listed on the current IGC index list but with a DMST handicap <108 will be scored after the current DMST handicap list (e.g. DG400 15m scored with index 1.070)

Std/15m/mixed class: Scoring in accordance to current DMST handicap list.

- 3.3. Launch grid/departure procedures:  
The gliders will be launched by aero-tow/self-launch. The launching order will be announced in the initial briefing in the form of starting rows, i.e. every participant is assigned a certain starting row which carries a number. This number will not be changed throughout the competition. The order of the starting rows will be changed daily. The individual spot inside a starting row is determined by the arrival time in the launch grid. Upon arrival no gaps must be left open in the launch grid. Staging must be completed by the time of departure readiness. Gliders, which are late, will be launched after the entire grid is airborne

### 3.4. Release altitude / self-launch:

- 3.4.1. The release altitude is 600m GND.
- 3.4.2. Self-launching gliders may perform self-launches in all classes if engine usage and altitude are documented. The release altitude of 600m GND for gliders applies for self-launch gliders as well and has to be reached / descended down to after the powered flight (higher altitudes might only be reached shortly if it is being reduced during the engine cool-/shutdown- and retraction-process). In case of self-launch, the published towing routes must be followed. Engine shut-down and retraction must be performed in the release area.
- 3.4.3. The release altitude of 600m GND for gliders applies for self-launch gliders as well and has to be reached / descended down to after the powered flight (higher altitudes might only be reached shortly if it is being reduced during the engine cool-/shutdown- and retraction-process).
- 3.4.4. Powered gliders need to proof that their ENL documentation is working properly once at the beginning of the competition (training or first competition day). Therefore gliders with engines being towed need to perform that ENL check immediately after release (within 2 minutes) and need to finish it in the release area according to the same altitude regulations as the self-launch gliders.
- 3.4.5. An engine-restart prior to start the task is only allowed after clearance by the Task Setter / Chief of Flight Operations. It must also be performed inside the traffic pattern. Each engine run, except the first test run, which is performed outside the traffic pattern, will be assumed as an off-field landing.

### 3.5. Documentation:

- 3.5.1. Documentation will only be performed with IGC-certified GNSS loggers according to sporting code 3 annex B.
- 3.5.2. The recording rate of the IGC Logger is set to 1 second.
- 3.5.3. The departure is documented by GNSS according to SWO 7.3. The departure point for each class will be announced in the daily briefing.
- 3.5.4. A possible maximum altitude and/or speed upon departure will be announced in the daily briefing. The legal restrictions imposed by the airspace structure must be respected in any case.
- 3.5.5. The departure will be cleared for each class individually via radio call. The clearance will generally be given 30 minutes after takeoff of the last glider within the respective class.

### 3.6. Launch order and landings at the airbase:

- 3.6.1. The launch order will be announced before the daily briefing.
- 3.6.2. If a landing is performed at the airbase – except after and aborted launch – attempt of another launch can only be performed after the last regular participant of the respective class or after the last regular participant of the class currently being launched. A withdrawal from the competition day will be counted as a completed launch.

### 3.7. Finish line and landing:

- 3.7.1. The finish will be documented via GNSS upon the first entry into the finish circle according to SWO 7.6.
- 3.7.2. The finish circle has a radius of about 4km around the waypoint "001" and has a minimum altitude of 400m GND for all classes unless stated otherwise.
- 3.7.3. Each participant has to report his/her arrival at least 10km prior reaching the finish circle via radio call by announcing the competition ID as well the distance left prior to entry or overflight.
- 3.7.4. Descending below the minimum altitude as well as heavy pull up maneuvers after reaching the finish circle will be punished according to SWO 10 due to dangerous flying.

3.7.5. After reaching the finish circle each participant has to land immediately. Direct approaches are allowed and are recommended. Alternatively the traffic pattern has to be used (too much altitude left e.g.).

3.7.6. Landings have to be performed as long landings in landing direction into the grass lane. Short landings as well as shortcutting to one side are forbidden.

### 3.8. Miscellaneous:

#### 3.8.1 Flight safety:

The airspace structure and procedures for separation of helicopter operations in place at HOLZDORF AB will be announced in the initial briefing. To prevent the formation of bunches, individual departure points will be selected for every class. A maximum departure altitude may also be put in place to prevent groups from forming directly underneath the cloud base.

Water ballast has to be dropped in a way that does not interfere with other airplanes.

3.8.2 The official language for the competition is English. German will be used as a second language if necessary.

## **4. Gliders and Equipment**

### 4.1. Glider:

4.1.1. The glider must be equipped as follows:

- Parachute,
- Mandatory instrumentation,
- Acoustic VSI,
- Radio, 8,33Khz,
- IGC certified GNSS documentation system,
- Valid sectional chart 2025
- Operational anti-collision-system (FLARM or FLARM-compatible) will be mandatory.
- Anti Collision Light (ACL) or colored stripes on the wings and fuselage

4.1.2. not to be operated:

Instrumentation and mobile devices that allow the glider pilot to fly in IMC.

4.1.3. Accessories for logging systems:

The IGC-Logfiles must be downloaded by the pilot and made accessible to the competition administration preferably via e-mail (email address will be provided during the initial briefing). Alternatively a storage device (SD-card or USB-stick) may be used and handed to the POC. The files shall be available within 45 minutes after landing at HOLZDORF AB; otherwise it can be punished according to SWO 10.

The participants must be able to provide the competition administration a system (hard- and software) in order to download their IGC-Logfiles.

4.1.4 Each pilot is responsible for the correct function and safety of operation of his glider, retrieval vehicle and trailer, as well as the equipment (parachute, logging system, etc.). Each aircraft must be provided to the competition administration for a check in rigged state before the first launch. A change of configuration (Winglets, change of wingspan, etc.) is not allowed after this check. Additionally every pilot is responsible to operate the glider only within limits published by the manufacturer. The competition administration may select single gliders randomly to perform a weight check.

### 4.2. Competition registration:

4.2.1. Competition registrations are allowed in the following ranking order:

- permanent DAeC registration,
- The last two digits of the aircraft registration,
- Other combinations of numbers and letters up to three digits.

- 4.2.2. In case of confusion, the competition administration will assign a different competition registration. Permanent DAeC registrations are not subject to this rule.
- 4.2.3. The competition ID has to be clearly visible on the glider (left and right on the vertical fin), the trailer, the retrieval vehicle and caravan/tent.

## **5. Communication**

- 5.1. The radio frequencies and their usage will be announced in the initial briefing.
- 5.2. The phone number of the competition administration as well as further phone numbers that can be used for landing notifications will be provided in the initial briefing.

## **6. Landing notification**

- 6.1 If landing off-field – also at other airports – the landing notification has to be reported to the competition administration by a team member immediately.

## **7. Scoring**

- 7.1. Scoring will be accomplished using the „SeeYou“ software. The organizer will provide an airspace file, in which the boundaries of restricted areas (ED-R) are modified according to the agreement of operations.
- 7.2 The preliminary ranking of each day and the resulting overall ranking will be calculated via SeeYou and will be published thereafter on “SoaringSpot” as well as hard copies posted at the POC.
- 7.3. The final ranking of each day and the resulting overall ranking will be published after expiration of the complaint period or after a complaint or objection has been decided on.

## **8. Complaints and protests**

- 8.1. Filing a complaint has to be done according to the SWO.
  - 8.1.1. Complaints will be processed according to SWO 10.6.
  - 8.1.2. Protests will be processed according to SWO 10.7.

## **9. Irregularities, penalties**

- 9.1. Penalties can be imposed by the competition administration on participants as well as teams according to SWO 10.0, if one of the following reasons applies:
  - violations of legal provisions,
  - violations of rules of the SWO,
  - Violations of sporting rules published in the announcement or the implementing regulations,
  - violations of local rules and procedures at HOLZDORF AB announced in the initial briefing.
- 9.2. Cheating results in immediate disqualification from the competition. Doping leads to exclusion of the participant.

## **10. Miscellaneous**

- 10.1. Members of the Foreign Armed Forces should carry a valid security clearance.
- 10.2. Documents check:

### For the airplane:

- Registration,
- Certificate of maintenance review, or airworthiness review certificate (ARC),
- Certificate of safety of operation, permit-to-fly if indicated,

- Certificate of usage of a radio communication system,
- Certificate of liability insurance according to German regulations,
- Log book,
- Identification of the logging systems.
- Airworthiness certificate for the Parachute

For the pilot:

- Pilot's license including endorsement for aero-tow / self-launch,
- Pilot's log book, including all required entries to keep the license current,
- Current medical,

10.3. Each participant is responsible for accommodating himself and his team. Hotels and guesthouses nearby will be published on the competition homepage. Camping sites are available on base and have to be used inside the designated area. BOQ's will only be available for international guests.

10.3. Pets are not allowed on Base.

Lago Patria, 19.11.2024

Frank Strewing (Competition director)