



FAI Sailplane Grand Prix®

World Series - XII



ITALY - Varese

*FAI Qualifying Sailplane
Grand-Prix Italy 2024*

Local Procedures



Location

Calcinate del Pesce, Varese - Italy

2nd - 8th June 2024



A GENERAL INFORMATION

1 Reference

This document adapts the General Procedures of the IGC Grand-Prix rules to local operations considering the experience over the years, the relationship with the community and the environment.

- IGC Sailplane Grand- Prix rules – **V12**: <https://sgp.aero/italy2024>

The official language of the contest is English. Pilots can use the Italian language to communicate to the organization.

2 Name and location of the event

Name: FAI Sailplane Grand-Prix Italy 2024 (SGP)
Type: FAI Qualifying Sailplane Grand-Prix (Q-SGP)
Organizer: ACAO, Aero Club Adele Orsi
Airfield - Calcinate del Pesce ICAO code: [LILC](#)
Coordinates: N 45° 48' 33" - E 008° 46' 06"
Elevation: 243 m / 797 ft
Frequency: 128.455 MHz

3 Time Schedule

Registration with priority order: March, 2nd
Closing date for preliminary entries: April, 30th
Formal registration: May, 29th - May, 31st
Unofficial Training: May, 29th - May, 31st
Official Training: June, 1st
Scrutineering: May, 30th - May, 31st
First Briefing: June, 1st @ 18:30 LT
Contest Flying: June, 2nd to June, 8th
Daily Briefings: 10:30 LT
Prize-Giving Ceremony: June, 8th @ 19:30 LT

4 Competition Officials

Event Manager: Margherita ACQUADERNI
Competition Director & Task Setter: Stefano GHIORZO
Flight Operations Director: Alberto BALDUCCI
Weather: Stefano GHIORZO
Scrutineering: François ROBERT
Weighing: Fabio ROCCA
Gridding: François ROBERT
Chief Scorer: François ROBERT
Administration: Daniela MIGLIERINA
FAI website and Social Media: Matteo ALEMANN
Live Tracking: Daniele ORLANDI
IGC Referee: Giancarlo GRINZA

5 Contacts

Address: Aero Club Adele Orsi (ACAO)
Lungolago di Calcinate 45 - 21100 VARESE (VA) - ITALY
Phone: +39 0332 310073
Website: <https://sgp.aero/italy2024>
Email: acao@acao.it

6 Price List

Entry fee: Euro 400
Tow: Euro 70

Payment information

IBAN code: IT70 R056 9650 2500 0002 0249 X74
SWIFT code: POSOIT22T
Account holder: Aero Club Adele Orsi ASD
Bank name: Banca Popolare di Sondrio, Agenzia di Gavirate
Payment reason: Pilot's name, Entry Fee Q-SGP2024

7 Registration procedure

On March 3rd the organization will contact the 20 selected pilots using the priority order defined by the Grand Prix rules. The selected pilots must pay their entry fees before March, 31st to confirm their entry.

Remarks:

- Any pilot already qualified for the world final will be discounted from the results for qualification purposes.
- There will be no refund in case of pilot withdrawal.

B TECHNICAL INFORMATION

1 Class

The Q-SGP will be run in the 18m Class.

Any glider with less than 18m span may compete.

Wing loading sporting limit shall be 48 kg/sqm.

2 Documents to be presented at registration

Pilot

- Valid Sailplane Pilot Licence
- Valid Medical Certificate
- Registration Form completed
- FAI Sporting Licence

Sailplane

- Certificate of Airworthiness or Permit to Fly
- Certificate of Registration
- Logbook
- Third Party Insurance valid for the entire competition period

The required coverage must comply with EU Regulation 785/2004, which states the following limits:

✓ Certified MTOM < 500 kg Minimum Limit SDR (*) 750 000.

✓ Certified MTOM < 1000 kg Minimum Limit SDR (*) 1 500 000.

Documentary proof of insurance shall be made available to the organizer in English or Italian language.

Pilot

- will be asked to sign registration form confirming that they have all relevant documents,
- is requested to bring a country flag.

3 Instruments that must be removed or disabled from the sailplane

No cloud flying is permitted. All instruments providing the ability to cloud fly must be removed or disabled, specifically including:

- Any type of artificial horizon,
- Gyro instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g. Bohli and Schanz compasses, turn and bank indicators).

4 Safety equipment requirement

All sailplanes must carry a FLARM compatible device.

It is forbidden to turn off the unit during each flight.

Pilots are required to bring a Flarm analysis from a recent flight log relevant to that glider installation.

The organisation strongly suggests all pilots to install strobe or canopy flash (IGC mandatory request for all IGC events from 2025 on).

During scrutineering there will be an inspection of all installed cockpit devices to ensure there is no significant loss of pilot visibility.

5 Emergency Locator Transmitters (ELTs)

ELTs are not required, but strongly recommended.

6 Procedures for checking aircraft mass

Take-off mass

A check of the glider mass will be done to verify that the take-off wing loading will not exceed the agreed wing loading for the contest.

Initial Weighing

The organizer will initially provide the following weighing operation during the scrutineering. The results of this operation will be recorded and made available to the pilot concerned:

- a) glider at max take-off wing loading with pilot and parachute, loose items such as water, tie-down equipment, additional clothing. Water may be added or dropped in order to adjust the weight,
- b) reference "main wheel weight" in "towing out" configuration and all removable equipment on board.

Regular weighing

- a) on all competition days all gliders will be weighed in their "towing out" configuration with all removable equipment on board at the weighing point on their way to the grid. The main wheel weight determined by the scrutineers will be used as the reference weight. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties,
- b) a mass check will be required after re-lighting (re-launch) for another launch, if water ballast is added. Re-ballasting the glider must be performed at the parking area. The competitor must be prepared for the time delay this check may cause.

Reference Mass per Glider

Glider	Wing area (m ²)	Max allowed mass (kg)	Max achievable wing loading (kg/m ²)	Grand-Prix common wing loading (kg/m ²)	Grand-Prix Max mass (kg)
ASG 29 - 18m	10,50	600	57,14	48	504
DG 800S - 18m	11,81	525	44,45	48	525
JS 1 - 18m	11,21	600	53,52	48	538
JS 1 - 18m EVO	11,19	600	53,62	48	537
JS 3 - 18m	9,95	600	60,30	48	478
LAK 17A - 18m	9,80	500	51,02	48	470
LAK 17B - 18m	10,32	600	58,14	48	495
LS 6C - 18m	11,40	525	46,05	48	525
Ventus 2C - 18m	11,03	525	47,60	48	525
Ventus 2CX - 18m	11,03	600	54,40	48	529
Ventus 3 - 18m	10,84	600	55,35	48	520
AS 33 - 18m	10,00	600	60,00	48	480

7 Communication

During the contest *WhatsApp* messenger will be primary communication method.

8 Sponsors

The organizers may require all competing gliders to carry a logo of the organizer's sponsor in the same position in all glider.

9 Covid conditions

If any special conditions are necessary to comply with Covid restrictions, these will be announced in a special bulletin.

C GENERAL FLYING PROCEDURES

1 Circling in thermals

All sailplanes must turn in the same direction as the first glider in the climb.
See SGP rules §7.3.2c for turning requirements 5 minutes before the opening of the start line.

1 Units of measurement

- Height and altitude in meters (m)
- Distance in meters (m) or kilometers (km)
- Speed in kilometers per hour (km/h) except wind velocity in knots (kts)
- Vertical speed in meters per second (m/s)
- Mass in kilograms (kg)
- Temperature in degrees Celsius (°C)

The reference elevation of airfield is 243 m.

2 Radio frequencies to be used during the Grand Prix

Transmissions may only be made on the frequencies prescribed by the organizer.
The frequency for Launches and Landings will be **128.455 MHz**.

The frequency for Start and Finishes will be.

After the Start will be called switch to and remain on the safety frequency **123.380 MHz** until 10 km from the Finish.

IGC SGP Rules § 8.7: Use of frequency other than the common frequency: 5 minutes

3 Carriage of GNSS data transmitters for public displays

The organizer may require competition sailplanes to carry trackers (data transmitters) to enable the public display of glider position during competition flights. The position of the sailplanes shall be displayed without a time delay. The trackers are of small size, easy to install and do not interfere with the usual instrumentation. Any interference to prevent them from working shall be penalized.

D GRIDDING

1 The launch grid

There will be 10 rows of 2 gliders at the Eastern runway threshold 28.

A row will be allocated to every pilot, but the position in the row will not be defined.
The grid order will be drawn by lots during the first briefing.

The grid order shall advance by two rows after every valid race.

The grid order will be displayed every morning at 09:00 AM on the official board. The Sailplane coming first shall take the Northern part of the runway, leaving enough room on the Southern part for the next sailplane on the same line.

Crews are expected to assist their pilots.

The movement of crews and vehicles on the airfield must be coordinated through the Flight operations Director.

2 Requirements for discharging of water ballast on the grid

Water ballast may be discharged on the grid. Refilling has to be observed by the Competition Director, Referee or Delegate.

E LAUNCH PROCEDURES

1 Take off procedures will be given at the daily briefing.

2 Release areas

The release areas for the given day will depend on the start procedure and on the thermal conditions.

3 Standard tow altitude

Self launching gliders must launch as directed by the Flight Operations Director in accordance with 7.2.2.

The tow altitude will be defined at the daily briefing.

4 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane.

5 Re-launch (re-lights)

A glider may be re-launched provided it has landed within the boundaries of the airfield.

The glider will be re-launched as soon as possible.

If several pilots need a re-launch, they shall be re-launched in the same order as they landed back.

Gliders requiring re-ballasting will have to be reweighed outside the grid. The competitor must be prepared for the appropriated time delay.

F START PROCEDURES

The opening of the start line and the radio procedures shall be compliant with the FAI Sailplane Grand Prix rules. All messages will be broadcast on **123.380 MHz**. A maximum height limit at the start will be imposed and announced at briefing.

G FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on frequency **123.380 MHz** by giving their contest number at 10 km out at the mandatory reporting point.

2 Mandatory reporting point and finish line

To complete all tasks the pilots will have to turn at a mandatory reporting point.

The mandatory reporting point will be defined on the task sheet.

The competitors shall remain above the minimum altitude of the day between the mandatory reporting point and the Finish Line. See SGP rules V12 7.6.1.c

The Finish Line is 1.0 km long (0.5 km radius) as defined on the task sheet.

This finish line will come with a minimum altitude defined during daily briefing.

After finishing, landing should be made in accordance with daily briefing and shown in the self Briefing (pilots should follow any advice of the Flight Operations Director on the frequency **128.455 MHz**).

3 Finishes

Finishes should be done in accordance with patterns shown in the Self-Briefing.

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform the Competition Director @ +39 0332 310073.

It is recommended to send a *Telegram* private message or SMS to the organization. The mobile phone number will be written on the task sheet.

National rules apply in case of any significant damage to sailplanes; the pilot shall communicate with the National Agency for the Safety of Flight (ANSV, www.ansv.it - phone: +39 06 8207 8207) before removing his sailplane from the landing site.

I SCORING

Handling of flight documents

The IGC file in secure mode must be submitted by the competitor as soon as practicable, but not later than 30 minutes after landing.

IGC files must be handled by each pilot in any of the following electronic means:

- By uploading the IGC file(s) as described at briefing

J PROTEST

The value of the protest fee

The amount of the protest fee is Euro 150. The protest fee shall be returned, if the protest is upheld or is withdrawn prior to the hearing by the Referee.

K AIRSPACE

The status of airspaces will be clearly defined during each briefing.

Airspace files

SeeYou (*.cub) and Open Air (*.txt) files will be available directly on the Scoring system interface (website address available soon on the event page on <https://sgp.aero/italy2024>) and on Soaring Spot