



Aero Club Adele Orsi”  
Aeroporto Adele e Giorgio Orsi, Varese

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Coppa Città di Varese 2026  
“Trofeo Walter Vergani”  
National Open Class Championship  
10 - 16 May 2026

Promotion Competition  
8-10 May and 15-17 May 2026

LOCAL PROCEDURES

## Name of Competition

- CCV Coppa Città di Varese and “Trofeo Walter Vergani”
- National Open Class Championship
- Promotion Competition

**Seat** - Aeroporto Adele Orsi, Varese LILC

**Elevation** - 243 m AMSL

## Agenda

Registration period	Promotion 7 May 2026, time 10-18; CCV 7-10 May, time 10-18
Briefing operations e safety	Promotion 8 May 2026, morning; CCV 9 May 2026, time 18
Opening Ceremony	9 May 2026, time 18.45
Dates of Contest	Promotion 8-10 and 15-17 May; CCV 10 – 16 May (no reserve day)
Price giving Ceremony	CCV 16 May, end of operations. Promtion 17 May, end of operations. Closing dinner: 16 May at Bar-A-Onda (ACAO)

## Organigramma

Competition Director	Aldo CERNEZZI
Task Setter	Aldo CERNEZZI
Scorer	François ROBERT
Weighing	François ROBERT
Grid Manager / Linea decolli	Alberto BALDUCCI
Safety Officer	Alberto BALDUCCI
Meteo	Piero MAGNAGHI
Secretaries	Daniela MIGLIERINA (segreteriaeventi@acao.it)
Tow Chief	Antonio MANSI
Sporting Committee	Lorenzo MONTI, Damino CERIANI, Marco CAPPELLETTI

## Competition Classes and Categories

The 2026 edition of the Coppa Città di Varese (CCV), a national competition, is a gliding event that awards points valid for the IGC International Ranking and applies corrective factors based on glider type (handicap). The 2026 Classe Unica handicap list applies. The National Open Class Championship will take place daily with the same competition format as the CCV. Championship competitors are automatically allotted to the Coppa Città di Varese, and their scores are also recalculated without handicaps to determine the Open Class rankings.

If feasible, based on the total number of registered gliders, a friendly competition in the Amateur League category will also be held. A competition in the Promotion category will also take place.

## Takeoffs

The competition director, after consulting with the tow chief, may establish a maximum wing loading limit for each of the competition groups, and/or for the CCV as a whole, for reasons related to the safety of takeoff procedures.

The scheduled takeoff times are announced at the briefing and listed on the daily task sheet. The takeoff schedule may be postponed by the director depending on weather conditions. Fifteen minutes prior to the scheduled start time for takeoffs of the first class in line, the director confirms the takeoff start time to competitors via radio or communicates the new, postponed schedule. In the event of a change to the task after the briefing, the director must give competitors at least 15 minutes' notice before starting takeoffs for the affected class.

## Turn Point File Format

The official format is SeeYou's .CUP. The director will assist pilots who have difficulty handling this format, to the extent possible and without compromising commitments to other competitors. The files are available for

download from the website [www.soaringspot.com](http://www.soaringspot.com) on the pages for the relevant competitions, in the “Download” section.

### **Airspace file format**

The official format is .TXT (OpenAir). The service [www.soaringspot.com](http://www.soaringspot.com) will make a file available in SeeYou’s .CUB format. The director will assist pilots who have difficulty managing this format, to the extent possible and consistent with fulfilling obligations to other competitors. The files are available for download from the website [www.soaringspot.com](http://www.soaringspot.com) on the pages for the relevant competitions, in the “Download” section.

### **Required Documentation**

Pilots and co-pilots may participate in the competition only if they provide the following documentation, valid for the entire duration of the competition: FAI 2026 Sports License, a declaration of having, valid until the end of the competition, all documents, insurance policies, licenses, and certifications required by aviation regulations, signed in the presence of secretariat staff. The documents must be scanned or photographed, and then sent to the competition management, after ensuring the images are clearly legible.

For aircrafts, the following must be available on-site:

- registration certificate, ARC airworthiness certificate or Permit-to-Fly,
- Flight Manual, RCT insurance.

For pilots and any co-pilots, the following must be available:

- FAI Sport License
- aeromedical certificate
- glider pilot license complete with ICAO Class 2 or LAPL aeromedical certificate

### **Safety Equipment**

In addition to the current law requirements, every glider must carry on board an emergency locator device such as an ELT, PLB, Spot, or other device to be specified to the director.

Each glider must carry a traffic warning device such as Flarm or a compatible system. The director reminds all pilots to conduct the flight in compliance with the current Rules of the Air, which require visual separation according to the “See and Avoid” principle. It should be noted that the airspace involved in the competition is also open to traffic from other departing locations or of other types.

### **Prohibited Instruments**

Flying in clouds or under visibility conditions below the minimums defined in the Rules of the Air is prohibited. The director reserves the right to require the removal or disabling of instruments such as pivoting compasses (e.g., Bohli and Schanz), turn indicators, and artificial horizons of any type.

### **Takeoff Weight Checks**

Random or daily checks of actual takeoff weight may be conducted, either during grid procedures or directly on the runway with reasonable advance notice prior to scheduled takeoffs. No aircraft participating in the competition shall be loaded to a weight exceeding the maximum specified in the Technical Data Sheet. The rules set forth in the National Regulations apply.

### **Radio Communications**

Radio communications are permitted only for safety reasons.

During takeoff operations, the radio channel in use is 128.455. After release or engine shutdown, the pilot must switch to channel 123.380 until the call made a few minutes before arrival at the airfield for landing. After the call, the pilot will switch back to channel 128.455 for landing.

### **Procedures for Motorized Gliders**

Motorized gliders must carry on board at least one IGC-approved FR logger equipped with a sensor to record the use of propulsion systems. Gliders taking off under their own power must follow the same climb path assigned to towed gliders, maintaining a speed comparable to that of the towed gliders whenever possible, or follow a path further outside of them. Engine shutdown may occur at a location and altitude different from those assigned to towed gliders, but after shutdown, the pilot must immediately proceed to the release area not higher than the altitude prescribed for the day, at a speed not exceeding 150 km/h, without using other thermals or sources of lift.

### **Engine Log Verification**

Motorized gliders must keep the engine usage log (ENL or similar) active during all phases of flight and on every competition day. On the first day of competition, the engine must be started at least once before the start or after the conclusion of the sporting task, and there must be an unambiguous record of this start in the FR recorder. The test run must comply with the rules of the 2026 edition of the National Regulations.

On subsequent competition days, the director will limit itself to verifying that the ENL recording is kept active and that the engine has not been started during the sporting performance. Conducting further engine tests on subsequent days in accordance with the above rules remains at the pilot's discretion.

### **Release Area and Altitude**

The Release Area and Altitude will be communicated daily via radio by the director or, in his absence, by the Takeoff Line Director, on ground channel 128.455 before takeoffs begin.

### **Direction to Maintain in the thermals**

Any glider joining one or more other gliders already established in a thermal, at any location and at any time during the flight, must follow the same direction and path as the preceding gliders, for safety reasons.

### **Other flight restrictions**

The director reminds all pilots to conduct their flights in compliance with all applicable Rules of the Air, which prescribe, for example but not exclusively, the minimum distances and altitudes to be maintained with respect to aerial firefighting operations. It should be noted that the airspace involved in the competition is also open to traffic of other departing locations or types.

### **Right of Way**

Pilots are required to comply with the Rules of the Air. Right of way is granted by yielding to the right; when flying alongside obstacles (clouds, terrain), the pilot with the obstacle on his/her right has the right to maintain a constant heading; in the case of converging paths, the pilot with a glider converging on his/her right must yield the right of way. The director requests that you always exercise the utmost caution, respecting your own safety and that of other airspace users, as well as priority activities such as government flights, firefighting, and emergency operations.

The path of a glider circling in a thermal may not be crossed by a glider in level flight. In the event of one or more gliders spiralling in a thermal near an obstacle (clouds, terrain), the same right of way applies to the glider already in the thermal. A pilot approaching a glider spiralling in a thermal shall exercise the utmost caution and prudence.

### **Start Line Geometry and Procedures**

The Start Line is a symmetrical line, perpendicular to the route toward the first Turn Point, or toward the center of the first Assigned Area. The length of the Start Line is indicated daily on the printed Task Sheet.

The director will announce the scheduled opening time at least 20 minutes in advance on channel 123.380, after takeoffs have concluded, and will then issue further communications until officially announcing the opening of the Start Line. The Start Line is considered closed until officially announced open.

### **Start Limits and Parameters**

The director may impose altitude limits and other speed and/or time parameters on the start, communicating these on the Task Sheet, or at the briefing, or according to the various methods described in the National Gliding Regulations 2026.

In the event of changes to what is indicated on the Task Sheet, the director informs each pilot before takeoffs begin and collects signatures from each pilot as proof of receipt of the information.

If previously indicated on the Task Sheet, the director may, during the interval between the last release and the opening time of the Start Line, communicate to the pilots via radio the maximum altitude for crossing the Start Line.

If indicated on the Task Sheet, the director may apply the PEV reservation start procedure, which requires the pilot to open a delayed start window. The parameters of the PEV procedure (delay in opening after the PEV event and duration of the window's opening) must be listed on the Task Sheet provided to competitors.

### **Instructions for Outlandings**

A competitor who lands at a location other than Varese LILC Airport must promptly notify the director by phone or SMS. He/she may then communicate with his/her ground crew. If the glider has experienced damages, the

competitor must inform the director and notify the ANSV (Italian Aviation Safety Agency), follow the instructions provided regarding surveys and photographs, and only if explicitly authorized may proceed to remove the glider from the landing site (ANSV, phone: +39 0682078207).

### **Aerotow retrieves**

Aerotow retrieves are permitted only from airports or airfields that offer adequate levels of flight safety, and only if the tow plane and the glider can reasonably return safely to Varese before the legal time limit.

### **Finish Geometry and Procedures**

The Finish Ring is a circle with a radius defined daily, centered on the coordinates of the assigned point. The Finish Ring is always associated with a minimum altitude for flying over the circle, indicated in the Task Sheet in meters AMSL.

The Finish Line is a line, of a length indicated on the Task Sheet, centered on the coordinates of the assigned point and perpendicular to the last leg of the route. The director may assign a minimum AMSL altitude for crossing the Finish Line, when deemed necessary for safety reasons.

During the approach to the Line or the Ring, the pilot must maintain a constant glide profile. Maneuvers near the Finish Lines must be kept to the absolute minimum necessary for safe flight conduct, without pull-ups or sudden turns. Adherence to this principle will ensure the safety of all participants during the arrival phase. Dangerous behavior will be subject to penalties.

Each competitor must make a radio call on channel 123.380 announcing his/her proximity to the Finish line (10 km) "Varese (Contest Number) ten kilometers," to which the director will respond "(Contest Number) change frequency." The competitor will then switch to channel 128.455 and call Varese, providing a description of the selected landing procedure as soon as possible. The director or, in his place, the Ground Ops Director may respond by providing guidance on the recommended orientation or the clearest and most appropriate runway based on weather and ground traffic conditions.

Gliders must land as far down the selected runway as possible, clearing it toward the south when appropriate so as not to occupy the runway in anticipation of subsequent landings. Dangerous maneuvers are prohibited and will be penalized in accordance with applicable regulations. After landing, it is the pilot's responsibility to ensure that the glider is removed from the runway without delay, respecting the needs of other airport users.

### **Flight Documentation**

Files generated by FR flight recorders must be submitted to the Scoring Office within 45 minutes of landing. Late submission is subject to penalties. The preferred method for submitting the recording is via email to the address indicated in the Task Sheet.

### **Scoring**

A 1,000-point scoring system is used. The latest version of SeeYou is the official flight evaluation program. Handicaps are applied in accordance with the table (see [this link](#)) approved by the Aero Club d'Italia for the current year.

### **Protests**

We invite all competitors to discuss their concerns or issues with the Competition Director first informally, and subsequently by following the procedures outlined in the national regulations. A fee of 150 euros is required for official protests; this amount will be refunded only if the protest is upheld.

### **Opening Briefing**

Anyone unable to attend the opening briefing on procedures and operations (safety) must make arrangements in advance with the Competition Director, who, if possible, will schedule a personalized meeting. Failure to attend without prior agreement with the Competition Director will result in cancellation of registration without the possibility of a refund of amounts already paid.