

Local propositions  
for open

# Gliding Championships of the Czech Republic 2016

## Pre EGC 2017



Aeroklub Moravská Třebová organizes the championship in cooperation with Aeroklub České republiky (AeČR) and on behalf of the Gliding Commission of AeČR

22nd May - 4th June 2016

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Translated: Martin Pícek



## **1. BASIC PROVISIONS**

The competition is organized in accordance with the Sporting Code FAI (Part 3 – Gliders, Annex A). In addition, binding documents for this competition also include the Sporting Code of AeCR – Gliding (hereinafter referred to only as “SC AeCR”) and provisions published in meeting minutes of Expert Gliding Sports Commission of AeCR.

Policies and procedures arising from these documents are processed in these local propositions, which are complementary to the current Annex A of the FAI Sporting Code, part 3 and its Czech translation.

Individual documents and provisions have priority validity in the following order:

1. Current Local Propositions
2. Meeting minutes of Expert Gliding Sports Commission of AeCR
3. Valid SC for gliding
4. Latest valid English version of Annex A – except paragraphs related to international competitions and team competitions specifically
5. Czech translation of the latest valid English version of Annex A (in the event of ambiguity in interpretation, the English original versions of all the documents shall prevail.)

### **A. INFORMATION ABOUT THE COMPETITION**

#### **1.1. Name of the Competition**

Gliding Championships of the Czech Republic 2016 (hereinafter referred to only as GCCR).

#### **1.2. Venue of the Competition – Information about the Airfield**

Venue of the competition:	Moravská Třebová Airfield – LKMK
Latitude:	49°47'54'' N
Longitude:	16°41'16'' E
Elevation (ELEV):	403 m / 1322 ft
Runway (RWY):	08R / 26L, grass 720 x 60 m 08L / 26R, asphalt 714 x 23 m
Radio frequency (FREQ):	130,550 Mhz

#### **1.3. Schedule of the Competition**

Deadline for official registration:	7.5.2016
Deadline for fee payments:	13.5.2016
Training:	18.5. – 21.5.2016
Deadline for class change:	21.5.2016, until 5pm
Registration:	20.5.2016, 11am - 5pm; 21.5.2016, 10am – 5pm
Scrutineering:	20.5.2016, 11am - 8pm; 21.5.2016, 10am – 7pm
Meeting of competitors:	21.5.2016, 8pm
Official opening, 1st briefing:	22.5.2016, 10am
Competition period:	22.5. – 3.6.2016
Closing party:	3.6.2016, 7pm
Official end of competition, medal ceremonial:	4.6.2016, 11am

In the event that the condition of four valid tasks in a class is not met, the Organizer shall be entitled to declare a discipline for the class on 4.6.2016 (Saturday) as well. Rescheduling will be announced in advance.

#### **1.4. Organizer of the competition**

Organizer:	Aeroklub Moravská Třebová, z.s. Letiště, č.p. 220, 569 32 Staré Město
Telephone:	+420 461 311 328
E-mail:	zavody@lkmk.com

Website: [www.glidering.cz/souteze/2016/pmcr/](http://www.glidering.cz/souteze/2016/pmcr/)  
Bank: Česká spořitelna, a.s.  
Account: 1280559339 / 0800  
IBAN: CZ52 0800 0000 0012 8055 9339  
BIC (SWIFT): GIBACZPX

### 1.5. Competition Organizing Committee

Chairman of the Organizing Committee: Pavel Řeřicha, [p.řericha@upcmail.cz](mailto:p.řericha@upcmail.cz)  
Director of the competition: Pavel Řeřicha  
1. Deputy director (for foreign competitors): Martin Pícek, [martinpicek@centrum.cz](mailto:martinpicek@centrum.cz)  
+420 603 520 034  
2. Deputy director: Rudolf Ferbar  
Main scorer: Jiří Cihlář  
Task Setter: Jiří Cihlář, Pavel Řeřicha  
Meteorologist: Jan Horák  
Spokesperson: Mrs Lenka Bejčková  
Technical officer: Jaroslav Jandík  
Treasurer: Mrs Hana Lešingerová

### 1.6. Jury

Chairman of the jury: Stanislav Bajzík  
Jury members: Bořivoj Příklad, Milan Huschka

## **B. GENERAL PART**

### 1.7. Objectives of the competition

The main objectives of the open GCCR are as follows:

- to compare the performance of the best pilots in the Czech Republic
- to identify man- and woman-champions of the Czech Republic in the various classes and categories
- to serve as pre-EGC2017 (club, standard, 20M)
- to determine points for the Pilot ranking
- to nominate contestants for the next year of competitions
- to support and promote the gliding sport

### 1.8. Classes of the Competition

To open a class, it is necessary that a minimum number of duly registered competitors (members of AeCR) is 10. Number of competitors taking-off the 1<sup>st</sup> day of the competition is determinative. Opening of the competition classes will be officially announced at the meeting of competition participants on 21.5.2016, based on the actual number of duly registered competitors and their gliders. After the announcement of competition classes, competitors will not be allowed to change their classes.

In accordance with applicable SC AeCR, GCCR may be held in the following classes:

#### 1.8.1. Club Class with Handicap (CLUB)

Only gliders meeting the terms of Section 6.5.8. of FAI Sporting Code, Part 3 (hereinafter referred to only as "SC3") are allowed to participate in the competitions of the CLUB class. All gliders results will be evaluated based on Handicap system using indexes rating CZIL (without water ballast in accordance with CZIL). Gliders maximum value index is 106,4. Water ballast is not allowed. Competition tracks will be announced for gliders with index of 100.2. Gliders with index lower than 94 are allowed to participate in the CLUB class and their index will be set-up as 94.

#### 1.8.2. Combi Class 15m with Handicap (COMBI\_15)

All gliders with a span of 15 m are allowed to participate in the competitions of COMBI\_15 class. All gliders results will be evaluated based on Handicap system using indexes rating CZIL (with water ballast in accordance

with CZIL). Water ballast is allowed. Competition tracks will be announced for gliders with index of 110. The class can be complemented by gliders from COMBI\_DUO class with CZIL coefficient of up to 113 (with water ballast) in case the COMBI\_DUO class will not be opened due to insufficient number of two-seat gliders competitors (limit of maximum span of 15m for two-seat gliders is not applied here).

### **1.8.3. Combi Open Class with Handicap (COMBI\_Open)**

All gliders with a span of more than 15 m are allowed to participate in the competitions of the COMBI\_OPEN class. All gliders results will be evaluated based on Handicap system using indexes rating CZIL (with water ballast in accordance with CZIL). Water ballast is allowed. Competition tracks will be announced for gliders with index of 120.

Gliders in COMBI\_DUO class with index higher than 113 (with water ballast) according to CZIL can participate in COMBI\_OPEN class only in case the COMBI\_DUO class will not be opened due to insufficient number of two-seat gliders competitors.

### **1.8.4. Combi Duo Class with Handicap (COMBI\_Duo)**

All two-seat gliders are allowed to participate in the competitions of COMBI DUO class. All gliders results will be evaluated based on Handicap system using indexes rating CZIL (with water ballast in accordance with CZIL). Water ballast is allowed. Competition tracks will be announced for gliders with index of 112. Gliders with index lower than 95 are allowed to participate in COMBI\_DUO class and their index will be set-up as 95.

### **1.8.5. Combi Class with Handicap (COMBI); if opened as the only common class aside CLUB class**

All gliders are allowed to participate in this class only if they cannot create a specific class aside above determined classes (par. 1.8.2., 1.8.3., 1.8.4.) due to insufficient total number of such competitors, with the exception of CLUB class. All gliders results will be evaluated based on Handicap system using indexes rating CZIL (with water ballast in accordance with CZIL). Water ballast is allowed. Competition tracks will be announced for gliders with index of 110. Gliders with index lower than 95 are allowed to participate in COMBI class and their index will be set-up as 95.

### **1.8.6. Handicap Factor**

To compare the performance of different types of gliders, their Handicap H is used. The competition will be scored using formulas containing handicap factor. The basis for determination of handicaps is the Czech index list CZIL. For the purposes of this competition, the latest valid update of the CZIL indexes, published on the website [http://www.lkka.cz/sport/pk\\_aecr.htm](http://www.lkka.cz/sport/pk_aecr.htm) at the time of competition commencement, will apply. Handicaps will be specified at competitors' meeting.

## **1.9. Validity of Competition**

For the competition to be valid, all provisions of the applicable SC AeCR shall apply. The minimum number of competitors (members of AeCR) for the Champion of the Czech Republic in a class to be announced is 10.

A discipline is scored provided that at least 25 % of competitors in a class who made a competition take-off on any given day exceed 100 km of handicapped distance.

The competition will be valid in a class if at least four valid competition tasks are flown in the class between 22.5. - 3.6.2016 (4.6.2016).

Nullity of competition in one class does not affect validity on the remaining classes opened.

Based on the final rank in all appropriate classes the pilot on the actual 1<sup>st</sup> place will be declared as the Champion of the Czech Republic of the class.

If no woman succeeds on the 1<sup>st</sup> position in a class, the 1<sup>st</sup> woman within the overall rank will be declared as the Woman Champion of the class.

If the 1<sup>st</sup> position in a class takes a foreign competitor, he or she will be declared as an International Champion, then a next Czech pilot will be declared as the Champion of the Czech Republic.

## **1.10. Flight Rules and Flight Safety**

- the competitors must observe the VFR flight rules
- flying in clouds is prohibited
- in flight, pilots are obliged to avoid all areas identified in current ICAO aeronautical chart as prohibited, restricted or dangerous, except such areas that will be released, at a briefing for a particular flight day,

completely or partially for use by the GCCR competitors. In this sense all TMA and CTR areas are prohibited for competitors unless these areas are expressly exempted from the prohibition, or this restriction is modified by Organizer at briefing (competitors are not allowed to request the use of these areas individually, e.g. by means of radio communication, during the competition)

- minimum altitude at the turn from base leg to final is 50 m AGL
- other rules governing the air-traffic safety may be specified at briefing
- dangerous flying will be penalized in accordance with Sections 8 and 7 of Annex A (List of standard penalties) and Section 1.41. of these Local Propositions

## C. COMPETITORS

### 1.11. Fees

The entry fee is 3.100,- CZK.

The entry fee must be paid no later than 13.5.2016 by postal order or bank transfer to the account of Aeroklub Moravská Třebová specified in Section 1.4 of these Local Propositions.

A competitor must use his/her personal identification number as a variable symbol. The variable symbol is used to identify a competitor's payment. The entry fee covers organizational expenses.

All competitors will be provided with a personal account by Aeroklub Moravská Třebová. Competitors will be constantly informed about the status of an account. By the end of competition Aeroklub will provide an account closure as a mutual process.

Competitor must have a positive balance on his/her account during the competition. Negative balance may result into deny of take-off.

It is recommended to transfer a lump sum of 3.000,- CZK to personal account in advance, to have a deposit for aero tows.

Any bank charges associated with international bank transfers or payments on account of the Organizer in the Czech Republic will be paid by the payer. Any discrepancies related to international payments of the entry fee will be reflected in the final bill.

### 1.12. Nomination

Nomination of competitors to GCCR is governed by the rules laid down in SR AeCR. The competition is open to foreign participants in accordance with Section 6.3 of SR AeCR.

### 1.13. Total Number of Allowed Applications

Capacity limit is 100 competing gliders. When this number exceeds the limit, Organizer may refuse the participation of competitor who is not duly nominated or may reject international competitor.

Maximum number of competing gliders in one class is 100.

### 1.14. Application Form and Rules

The application form and Local Propositions will be published in electronic form on the competition website at <http://www.gliding.cz/souteze/2016/pmcr/>. Championships Propositions are also published here.

Duly completed entry form must reach the Organizer no later than 7.5.2016.

### 1.15. Competitor's Documents

Upon registration, each competitor shall submit the following valid documents:

#### 1.15.1. Personal documents

- glider pilot license
- medical certificate, class II., or higher
- radio operator license
- flight log book
- identity card or passport
- AeCR membership – registered as a member for 2016 at <https://evidence.aecr.cz/> database (foreign pilots

shall submit their sports license) or valid FAI sport license for 2016.

#### **1.15.2. Glider documents**

Upon registration, each competitor shall submit the following valid glider documents:

- glider log book
- certificate of maintenance
- certificate of glider airworthiness
- certificate of glider registration in aircraft register
- certificate of third party liability insurance for damage caused by the glider operation, EU validated
- aircraft radio station license
- parachute log book

All documents must be valid till 4.6.2016 inclusive.

### **D. TECHNICAL REQUIREMENTS**

#### **1.16. Equipment for Controlling Flight**

One primary and one backup device for flight control, stated during registration process, can be used to control the flight. The competitor must notify the Organizer of any change of flight recorders during the competition. Failure to comply with this requirement will be penalized.

##### **1.16.1. Approved Equipment**

A GNSS FR device meeting the requirements of Section 5.4 of Annex A must be used to control the flight. A list of approved GNSS FR devices can be found at the FAI website at <http://www.fai.org/gliding> under GNSS RECORDING DEVICES.

A contestant must possess power source and data wiring for FR to be able to download flight data to PC. The procedure of handling GNSS FR will be specified at the meeting of the competitors on 21.5.2016.

##### **1.16.2. Control of Flight Altitude and Continuity**

Each pilot must submit, upon a request, a calibration curve, not older than 5 years, for their GNSS FR.

#### **1.17. Aeronautical chart**

Each competitor must possess during each flight an aeronautical chart showing a current ICAO situation in the Czech Republic and other countries of the competition area and containing all the information relevant to air traffic.

#### **1.18. Instruments**

Instruments allowing IFR flights or flights in clouds must be either removed from the glider or they must be disabled in a demonstrable manner.

#### **1.19. GNSS FR devices placement onboard gliders**

Organizer of the competition can request to install a GNSS FR device for public data reporting.

Contestant cannot decline such a request.

FR data gained during flight will be published on the internet.

Actual coordinates of the glider will be displayed with 30 minutes delay.

#### **1.20. Requirements for Anti-Collision Glider Marking**

Reflective anti-collision marking on the competition gliders is recommended.

#### **1.21. Procedures for Checking the Glider Weight**

The weight of a glider must not exceed the maximum take-off weight of the glider specified in the AFM, subject to Section 4.2 of Annex A.

Prior the competition, the Organizer will check the take-off weight of all gliders flying the competition.

The gliders in the CLUB class must complete the entire competition at the flight weight at which they have been checked during the technical check of the glider.

Prior each take-off for each competition day, the Organizer will check the take-off weight of the gliders in the COMBI class. Organizer may randomly check the take-off weight of the gliders in the CLUB class.

## E. GENERAL FLIGHT PROCEDURES

### 1.22. Units

Official time of competition:	Central European Summer Time (CEST)
Speed:	km/h
Wind speed:	m/s
Climb speed:	m/s
Altitude:	m, ft, FL (x 100 ft)
QFE:	m (AAL)
QNH:	m (MSL)
QNH Altitude:	ft (MSL)
Flight level:	FL (x 100 ft; altimeter set to 1013,25 hPa)
Distance:	m, km

### 1.23. Radio Communication

The dispatcher of RADIO service providing information to known traffic and the sport committee at the Moravská Třebová airfield will use the frequency of 130.550 MHz throughout the competition, if not specified otherwise during meeting of competitors.

The Organizer reserves the right to specify for competition flights frequencies on which communication by competitors will be prohibited. These frequencies will be specified at the briefing.

## F. FLIGH TASKS

### 1.24. Types of Called Flight Tasks

The following flight tasks will be called during the GCCR:

- Racing Task (RT),
- Assigned Area Task (AAT).

## G. COMPETITION PROCEDURES

### 1.25. Airfield Boundaries

The boundaries of the Moravská Třebová airfield are graphically determined in Annex\_1.

### 1.26. Competition Area Boundaries

Will be specified during meeting of competitors and will be included in file describing the airspace.

### 1.27. Airspace

To check the violations of restricted and prohibited areas, official files with the airspace published on competition website will be used. See Annex\_8.

### 1.28. Meeting of Competitors

Before the competition starts, the Organizer will convene a meeting of all the competitors and competition participants at 8pm on 21.5.2016; the competition rules will be complemented here; the organization and peculiarities of air traffic at the Moravská Třebová airfield will be explained at this meeting.

Participation of all competitors at this meeting is mandatory.

### 1.29. Briefing

Briefings will be held each day, usually at 10am. Information regarding daily tasks, meteorological information, information on airspace restrictions or other important information will be provided there.

Briefing times can be shifted by Organizer according to current situation. This change will be communicated to all competitors in a timely and appropriate manner.

Attendance at briefing is mandatory for all competitors. Exceptions will be permitted by competition director.

### 1.30. Filling with water

The Organizer will provide water-filling points with hose for filling water ballast. To speed up filling procedure, the Organizer recommends competitors to use their own canisters.

### 1.31. Grid

Transport of gliders to the grid will be provided by competitors individually in accordance with Organizer's instructions.

Competition gliders must be on grid prior closing time specified by Organizer.

If a glider is not on grid at a specified time, Organizer can block glider placement on the grid until take-offs are safely finished.

Procedure of gliders arrangement on the runway will be specified at the meeting of the competitors on 21.5.2016 at 8pm.

Draining of water ballast on the grid will be specified during every day's briefing.

At the time of mass take-off and landing, all vehicles must be parked outside the take-off and landing strip (runway) in the space specified by the Organizer.

All vehicles will move on the runway with dipped headlights.

### 1.32. Aero Tows

When taking off, the position of a glider in a row does not matter.

Prices of aero tow to 600m AGL:

- CLUB class: 700,- CZK,

- COMBI classes: 800,- CZK.

Competition gliders will release themselves at a specified point of release after signal (wing waving of the tow plane). Early release from the tow plane due to reasons other than safety is prohibited.

In such a case pilot must ensure that no tow planes are cross-checked while towing.

Failure to comply with this paragraph may be considered as a dangerous flying.

### 1.33. Procedures for Take-offs of Powered Gliders

Powered gliders are allowed to participate in the competition in all classes, provided that they have a fully-functional device recording the engine running time in conjunction with GNSS FR equipped with ENL functionality (engine noise level recording).

#### 1.33.1.

If a take-off is made using an engine, the engine must be shut down in designated release area below maximum release altitude. Powered gliders must follow, when flying to the release area, a flight trajectory of tow planes.

If a powered glider is incapable of independent take-off, the competitor must, as soon as possible after release, start the engine so that the function of a device recording engine running time is properly documented. This engine run-time must not be longer than 2 minutes and must be performed in the release area.

This procedure of starting engine is not necessary the next days (if there is no GNSS FR change), but there must be clear evidence of ENL running in the IGC record.

In case competitor would like to take this opportunity, he/she is obliged to handover IGC files from both GNSS FR onboard devices. Both IGC files must have a valid ENL record.

#### 1.33.2.

In case of requesting another competition take-off, a powered glider must either land without running its engine prior such a take-off, or make a flight over runway while announcing engine startup to the Organizer, using defined frequency, and then must start-up the engine.



Engine startup can be performed only within a range of 1.5km centered to aerodrome reference point LKMK (000LKMK). Each such a startup is considered as a one competition take-off. This procedure will be specified on the initial briefing.

#### **1.33.3.**

After crossing the start line, a competition flight will be considered as terminated at the point where the engine has been started.

#### **1.34. Departure Procedure**

Departures will be governed by departure procedure of the Start Line in accordance with Section 7.4.2.a. of Annex A.

The Start Line is a direct line 5 km to each side; it's center is at a published track departure point (TDP), it is perpendicular to the first leg of a track (a connecting line between the TDP and 1st turning point, or the center of AA). Competition classes will have different TDPs.

Start Line will be opened in each class 20 minutes after last take-off of competitors based on valid starting order.

##### **1.34.1. Altitude Procedures for Departures**

Organizer may determine maximum allowable departure altitude in meters QNH.

##### **1.34.2. Radio Procedures for Departures**

Opening of a departure window will be announced on radio frequency 130.550 MHz.

Opening of a departure window will be announced on radio four times in total by announcing take-off of the last glider in proper order in a class, then 5 minutes and 1 minute prior opening of the departure window and at the time of opening the departure window.

Radio reporting of departures by the competitors is not required.

##### **1.34.3.**

Use of Event Marker is not required.

##### **1.34.4.**

Time interval between departures is not specified.

#### **1.35. Finish Procedure**

Arrivals will be governed by the procedure of the Finish Circle in accordance with Section 7.7.2 of Annex A.

The Finish Circle is defined by a 3-km radius centered at the reference point of the Moravská Třebová airfield (000LKMK).

The minimum AMSL altitude for reaching the Finish Circle is not specified. The maximum altitude for reaching the Finish Circle is not specified.

The finish procedure is described in Annex\_7.

#### **1.36. Arrival Procedure**

When arriving to the Moravská Třebová airfield, competitors must switch to frequency of 130.550 MHz.

Competitors must report by radio the tenth kilometer from LKMK reference point, i.e. reporting will take place at the 7th kilometer before reaching the Finish Circle.

Having crossed the Finish Circle, competitors will choose:

- a straight-in approach and landing – in this case, they will report a long final immediately after crossing the Finish Circle and, later, a short final near the RWY in use or emergency strip
- circuit flight – in this case, they will report their downwind position and, later, a final at the runway or emergency strip in use.

During radio correspondence with Moravská Třebová Radio, competitors will always indicate their starting number.

Transports after landing out are provided by competitors individually.

#### **1.37. Submitting Flight Documentation**

After each competition flight, a competitor will submit an IGC record from GNSS FR to the Competition Referee.

The act of submitting means sending it via web interface available at the competition website, submitting an SD

card or a USB drive.

The GNSS FR must be submitted within 30 minutes after landing at Moravská Třebová airfield, except landing out of Moravská Třebová airfield. Such competitor must submit his/her IGC record immediately after reaching LKMK.

Any delays may be penalized.

### **1.38. Outlanding**

Transports after landing out are provided by competitors individually.

After landing out, a competitor will inform by telephone or by SMS the Organizer immediately about landing location and time and about the number of turning points reached.

Providing the landing location and time is important for SAR (search and rescue) and for processing preliminary results of a flight task.

### **1.39. Return Aerotows**

The Organizer offers return aerotows upon an agreement and with respect to the towplane used.

Competitors are allowed to use return aerotow services of the airport where they landed.

However, competitors must report their outlanding by phone and, after joining the Moravská Třebová airfield traffic pattern, they must report by radio that it is a return aerotow.

The Organizer does not provide for the settlement of liabilities for services provided at other airfields.

## **H. SCORING**

### **1.40. Scoring System**

A 1,000-point scoring system in accordance with Section 8.1. of Annex A will be used for scoring during the GCCR 2016.

### **1.41. List of Penalties**

Penalties will be awarded on the basis of the List of Approved Penalties in accordance with Section 8.7. of Annex A. If a penalty reason is not given in Annex A, the point-value of penalty will be specified by the Competition Director

## **I. PROTESTS**

### **1.42. Protest Period**

It is possible to file a protest against unofficial results only.

The period to file a protest against unofficial results is 12 hours from time of their publication. After this period expires, the results become official.

During the last competition day the period for filing a protest is shortened to 3 hours, while protest periods of all the previous competition days will expire.

### **1.43. Protest Fee**

Protest fee is 500,- CZK.

## **2. PRICES AND SERVICES**

(not listed in Part 1 of these Local Propositions)

### **2.1. Accommodation**

#### **2.1.1. Aeroclub Premises Accommodation**

The Organizer will provide accommodation for max 30 competitors within premises of Moravská Třebová airfield. Rooms available are double or four bed rooms for 160,- CZK/person/day.

Two double room apartments are available for 460,- CZK/day.

### **2.1.2. Aeroclub Camp Ground**

The Organizer will provide a campsite for competitors within premises of Moravská Třebová airfield for 120,- CZK/person/day. Power supply connection is included.

Children under 10 years of age will be accommodated in the camp free of charge.

Competitors are obliged to report to the Organizer any accommodated person older than 10 years of age.

The Organizer recommends to use gas-powered appliances rather than electrical ones in order to ensure trouble-free operation of electricity distribution in the campsite.

### **2.2. Catering**

Organizer will secure catering for the whole competition (breakfast, lunch package, dinner) up to 200 CZK /person/day at local "Aerobistro" restaurant.

### **2.3. Hangar**

Aeroklub Moravská Třebová can offer hangar capacity for up to 3 competition gliders.

## **3. FINAL PROVISIONS**

### **3.1.**

By filing application to the GCCR 2016 each competitor:

- confirms that he/she understands and know the current FAI Sporting Code (General Part, Section 3 and Annex A)
- confirms that he/she is familiar with all documents referred to in Section 1.1. of these Local Propositions
- confirms that he/she understands requirements of these Local Propositions issued for the GCCR 2016 and undertakes to observe them
- agrees with collection and administration of personal data in the database of Aeroclub Moravská Třebová and its transfer to the secretariat of AeCR
- agrees with publication of his/her name, membership of a home flying club, sport qualifications and sporting performance or selected personal data related to the GCCR 2016 in information media.

### **3.2.**

The website of the GCCR <http://www.glidering.cz/souteze/2016/pmcr/> will provide continuously updated information on competition. Competitors are advised to visit this website regularly.

## **4. ANNEXES**

Annex\_1 - Airfield boundaries

Annex\_2 - Airfield map, camp ground, transport vehicles parking, glider anchoring

Annex\_3 - Grid, take-offs and landings on RWY 08

Annex\_4 - Take-off procedure on RWY 08

Annex\_5 - Grid, take-offs and landings on RWY 26

Annex\_6 - Take-off procedure on RWY 26

Annex\_7 - Finish procedure – Finish circle

Annex\_8 - SUA areas data

Annex\_9 - GCCR TPS