



LETTER TO TEAM CAPTAINS

18 JULY 2008

Dear Team Captains,

we received some queries and requests and would like to share the information with all of you. Most of the issues are reminders of information that was circulated before, some issues came up recently. In order to ensure a smooth and easy start, please read this information carefully and make sure everything is arranged before you leave to Luesse.

(1) Flight Recorder Calibration: Please remind all pilots that calibration is required for both the primary and the secondary FR (calibration certificate issued after August 16, 2006, see Local Procedures at 3.5.1). Please note that we do not provide a calibration service on Luesse airfield.

(2) Third Party Insurance: Note that the third party insurance coverage requirements are stated in the Local Procedures section 3.6.1 in SDR (Special Drawing Rights). The information in Bulletin 2 in January (with insurance coverage amounts in Euros) is no longer valid. The reason for the change was that EU Regulation 785/2004 sets minimum insurance requirements in SDR rather than in Euros, and the conversion rate of SDR (which is set daily) has changed significantly since Bulletin 2 was published in January. Thus, please make sure that each glider's third party insurance covers the minimum of 1,500,000 SDR throughout the championships.

(3) Insurance for Purchase at Luesse: We strongly recommend that all gliders, participants and team members have the required insurances (third party insurance for gliders and personal medical insurance) before they leave their home country. In the event that participants arrive at Luesse without the required insurance(s), we will provide them with contact details of an insurance broker who should be able to arrange suitable insurance cover. Any resulting insurance contract will be directly between the insurance and the competitor.

(4) Additional Requirements for Documents at Registration: In addition to the documents stated in the Local Procedures 3.5.1, the state authority responsible for the authorization of the competition has obliged us to verify compliance of each competitor with the requirements of FAI Sporting Code Section 3 Annex A 3.2 (e.g., gold or silver badge, 250 flying hours, etc.) and to collect a declaration that the documents presented are correct and valid and that he/she complies with the personal requirements.

Thus, we ask you as Team Captains to scrutinize the badges and hours of each pilot in your National Team as well as the other requirements pursuant to Annex A 3.2., and to verify that the pilots' licensing documents and the gliders' documentation are correct and valid.



When you as Team Captain report to the registration office with a complete set of documents for the pilots and crew members of your National Team (documents according to Local Procedures 3.5.1) upon arrival, you will have to sign a declaration on behalf of your National Team's competitors that you have verified for each of them compliance with the requirements of Annex A 3.2., and that the pilots' and gliders' documents presented at registration are correct and valid.

(5) Temporary Permit to Fly (or whatever the respective term is in the country of registration if the aircraft needs a special permission to fly in Germany and/or Poland): We would like to remind you that it is each competitor's own responsibility to make sure that his/her glider is duly authorized to fly both in Germany and Poland, and that competitions are not excluded (see Annex A 4.1.1.a and 4.1.2.a, and Bulletin 2 (January 2008), page 9). If any of your pilots flies a glider with such a Temporary Permit to Fly, he/she must therefore apply on her own for the necessary permission. We will certainly try to help if they have difficulties obtaining a permission, but we cannot accept any responsibility for aircraft being duly authorised to fly.

According to the information we received from the German and Polish Aviation Authorities, the following documents must be filed with the application in case a special permission is necessary:

Germany:

- Certificate of Airworthiness including restrictions, or
- Permit to Fly including conditions
- Noise certificate (motorized aircraft)
- Certificate of Registration
- Certificate showing annual inspection
- Licence of the responsible pilot issued by the state of registry of the aircraft
- Third Party Legal Liability insurance

The documents shall be sent by FAX along with an application for an "entry permission" to the LBA (German CAA), fax number [+49] (531) 2355-745.

Poland:

- Copy of the Technical Certificate
- Copy of the Insurance Certificates
- (pilot) licence or equivalent document.

The application form for Poland is attached. The application form including documents shall be sent to (by fax or e-mail in pdf):

Mr. Albert ORTYL

Head of Civil Aircraft Inspection Board

Civil Aviation Office of Republic of Poland (CAO)

00-848 Warsaw, Poland

Zelazna St. 59

Phone: [+48] (22) 5207342

Fax: [+48] (22) 5207370

e-mail: aortyl@ulc.gov.pl

(6) Technical Inspection for Gliders: Due to the large number of participants, please urge all pilots to proceed to the technical inspection (acceptance check) as early as possible. The technical inspection officers will be available as of Sunday 27 July, 9:00 a.m. Please remind the pilots of your National Team that the instructions and the required documentation for the technical inspection are to be found in Appendix II to the Local Procedures.



(7) Duplicate Contest Numbers: Due to recent glider changes we still have a few of duplicate contest numbers. Any remaining necessary changes to contest numbers will be sorted out upon registration.

(8) Aerotow fees: The unfortunate development of the fuel prices forces us to reconsider the aerotow fees (see Local Procedures 3.4.2). There is no final decision yet, but we may have to increase the aerotow fees by 5 €.

(9) Competition Officials: Please note that Fred Gai, who was already appointed as Deputy Director, has assumed the post of the Deputy Director (Task Setter).

(10) Local Procedures: We received a number of requests concerning the Local Procedures, for example regarding the flight profile on final approach in certain situations, tolerances for random weight checks beyond the weighing station, restart of motorized gliders, delivery time of flight logs, etc. These and any other issues will be discussed with the Stewards and the Jury during the training week, and with all Team Captains in the first TC meeting.

Looking forward to meeting you all soon and best wishes for a safe trip to Luesse

Best regards,

Herbert Maertin
Competition Director

cc: Stewards and Jury