



23rd FAI European Gliding
Championships
18m, 20m and Open Class
2025 Bekescsaba, Hungary

Version 2

A CHAMPIONSHIP DETAILS

Name of the Event:

23rd FAI European Gliding Championships 2025

Location of the Event

Name of Airfield: Békéscsaba

ICAO Identifier: LHBC

Latitude: N464100

Longitude: E0210945

Elevation: 87 m MSL

Time Zone (UTC Offset): CEST (UTC +02:00h)

Time Schedule

Preliminary entries due	31 st March 2025
Final entries due	15 th April 2025
Reserve Pilots Accepted after	30 th May 2025
Deadline for approval of new GNSS FRs	1 st March 2025
Airfield availability for training flights	21 st July 2025
Unofficial training begins	21 st July 2025
Unofficial training ends	22 nd July 2025
Official training begins	23 rd July 2025
Official training ends	25 th July 2025
Registration period begins	24 th July 2025
Registration period ends	26 th July 2025
Technical inspection period begins	24 th July 2025
Technical inspection period ends	25 th July 2025
Configuration change closes	25 th July 2025
First official Team Captains' briefing	25 th July 2025 7pm
Mandatory Safety Briefing	26 th July 10am
Opening Ceremony	26 th July 2025 5pm
Contest flying begins	27 th July 2025
Contest flying ends	8 th August 2025
Farewell party	8 th August 2025 8pm
Closing Ceremony and Prize giving	9 th August 2025 10am

B SPECIFIED PROCEDURES

1. GENERAL

*1.1 Additional Objectives of the Championship

Not applicable.

1.2.1 Documents applicable to this Championship;

- FAI Sporting Code General Section Version
- FAI Sporting Code Section 3 - Gliding Version
- Annex A to Section 3 Version

1.3.1 Championship Classes;

18m Class
Open Class
20m Multiseat Class

*1.3.2 Handicaps to be used for gliders or classes not covered by SC3AH No

1.4 Responsibilities of the Organisers

1.4.1 Name of NAC

Name of National Organisation running the event: Hungarian Aeronautical and Airsport Federation

Name of the Local Organisation running the event: Hungarian Gliding Federation

1.4.1.1 Contact Information for the event

Website: <https://egc2025.hu>

Email: info@egc2025.hu

Banking details for the event:

Name: Hungarian Gliding Federation

IBAN: HU88 1091 8001 0000 0113 8236 0013

SWIFT: BACXHUHB

1.4.1.2 Units of measurement

Distances – kilometre (km)
Altitude – metres above mean sea level - alt. setting: QNH
Mass – kilogram (kg)
Speed – kilometres/hour (km/h)
Vertical Speed – metres/second (m/s)
Wind Speed – metres/second (m/s)

1.4.1.3 Time of Contest Sunset

Local Sunset (SS) and the end of evening civil twilight (EECT) of the Day will be published on daily Task Sheet.

Legal daylight ends at EECT.

Time of contest sunset for the duration of the competition: 20:20 LT

1.4.1.4 Primary digital messaging by the organisers:

WhatsApp groups

Each Team Captain and each Competitor is required to have a smartphone with data plan to be able to receive official information from the Organiser using the WhatsApp application (www.whatsapp.com).

*1.4.2.1 Additional safety rules

- FLARM
 - The installation and use of FLARM is mandatory.
 - FLARM must be operational throughout all flights.
 - At technical inspection, competitors will be required to demonstrate that the FLARM is operational and provide:
 - a recent FLARM log file for range analysis.
 - a .pdf of a recent FLARM Range analysis from <https://www.flarm.com/support/toolssoftware/flarmrange-analyzer/>
 - Pilots may be required to provide a FLARM log file during the contest period to allow random checks of function and range to be carried out to ensure that FLARM transmission and reception is satisfactory for adequate collision avoidance.
 - Any FLARM configuration is allowed providing that collision avoidance transmissions are enabled.
 - For the use of the military airspaces during the competition, OGN registration with CN of the glider is mandatory, notrack function shall be disabled.
- Vehicles
 - Vehicles speed on the competition site is limited to 20 km/h, except when safety would be compromised.
 - All vehicles entering the airfield should bear identification marks consisting of glider Competition Number, shown in a visible way. Pilots must brief their crew about all rules while manoeuvring on the airfield.
 - Trailers (and sailplanes) must be tied down when unattended in the parking area.
- In case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the competition director directly or through other competitors and carry out any action useful for the rescue. If the accident implies rescue action by one or more competitors, the competition director, once informed of the fact, will announce the cancellation of the task by radio.
- Safety comments are welcome: Comments are welcome at any time, from any contest participant – pilots, crews, and others. They can be directed to the Safety Committee, Championships Director, or any competition official. This can also be done anonymously.
- All necessary additional safety rules for each championship day will be announced at the briefing for the day. Such safety rules are part of the Local Procedures and will be provided in written form to the Team Captains and on the task sheet if appropriate.

An Online Safety Box will be used Yes

*1.4.5 Instructions for obtaining navigational charts

Will be available for purchase at registration.

1.4.5.2 Control Point file format

- SeeYou waypoint (.cup) file format.
- Control Point files will be posted on SoaringSpot.com, on the competition website (egc2025.hu) links will be used directing to Soaringspot.

1.4.5.3 Use of Sporting Limits (Airspace Buffer Zones)

- ☐ Horizontal
- ☐ Vertical
- ☒ None

*1.4.5.3 Contest Area Altitude Limit

Not applicable.

2. CHAMPIONSHIP OFFICIALS

Championship Director:	András Zénó Gyöngyösi
Sporting Director:	CD
Safety Officer:	CD
Operations manager:	Péter Hársfalvi
Task Setter:	Balázs Endrődi
Chief Scorer:	Balázs Endrődi
Meteorologist:	András Kerekes

IGC Officials;

International Jury

- President: Eric Mozer
- Member: Bob Henderson
- Member: Robin v. Maarschalkerweerd

Stewards

- Chief Steward: Frouwke Kuijpers
- Steward: Ludek Kluger

*Other Section 2 remarks

3. NATIONAL TEAMS

3.4.2 The Entry fee is 1200 Euros (including the IGC Sanction fee)

*It must be paid in Euros

Towing fees:

- Aerotow to 600 m AGL for all classes: 85 EUR, payable in Euros
- Self-launching gliders launch fee: 10 EUR, payable in Euros
Prepayment of 10 launches will be required during registration.

Airfield Accommodation Fees:

- 4 EUR per tent per day + 10 EUR per person per day
- 10 EUR per caravan per day + 10 EUR per person per day

3.4.3a Number of allowable entries per NAC is 2 entry in each class.

3.5.4a Additional documentation required

For pilots and team members:

- Documentary proof (in English for foreign pilots/ crew members) of personal medical insurance (see 3.6.1)

For pilots:

All documents needed by Annex A Section 3 with, in addition,

- Valid Medical Certification
- Valid Radio License

For gliders:

All documents needed by Annex A Section 3 with, in addition,

- Airworthiness Review Certificate or Permit-to-fly (as applicable)
- Certificate of Registration
- Flight manual
- Log Book

- Valid Weight and Balance sheet
- Documentation of GNSS FR calibration for each FR – not older than 5 years on 6th August 2025 – may be used if presented at registration. If not, it can not be used.

3.5.4b Documents required to be carried on board the sailplane

- Pilot license
- ID card or Passport
- Pilot logbook
- Registration Certificate
- Certificate of Airworthiness or Permit-to-fly
- Airworthiness Review Certificate (ARC)
- Aircraft Radio License
- Third-party insurance
- Any other document required by law within glider's country of registration or by aircraft operator
- ICAO Map with current airspace
- Aircraft Flight Manual
- W&B Sheet

3.6.1 Third Party Insurance coverage is required of at least

For gliders:

Third-party insurance is required for each participating glider.

The required coverage must fulfil requirements of EU regulation No. 785/2004. (MTOM > 500 kg not less than 1 500 000 SDR limit)

For pilots and team members:

Personal medical insurance is required for pilots and team members, covering accidents and sickness, including any hospital costs and repatriation back to the team member's country of residence. Pilots should ensure that their insurance covers accidents and injuries sustained whilst gliding and in competition.

Documentary proof of insurance must be provided in English.

4. TECHNICAL REQUIREMENTS

4.1.1c Flight Tracking Devices to be carried on board No

4.1.1e Hi vis markings required? No

*Additional Mandatory Equipment
Strobe light.

***4.1.2b Instruments that must be removed or disabled;**

*Additional instrumentation limitations and procedures not covered by SC3A 4.1.2b

4.3 Contest Numbers

Attention is drawn to this rule.

The contest numbers, as validated by the Organisers, shall be displayed:

4.3.1a. On both sides of the tail fin and/or rudder. These should be at least 30 cm high.

4.3.1b. On the glider trailer and crew car.

4.3.2 Contest numbers shall consist of not more than three letters or numerals or a combination of letters and numerals in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing, of low contrast or otherwise illegible. Competitors not complying with the Organiser's requirements shall be denied competition launches.

4.4.1 Radio frequencies to be used during the Championships will be published in Self briefing

Operations frequency for

Launch 123.260 MHz

Finish 123.260 MHz

Landing 123.260 MHz

Start gate frequency 127.185 MHz

Common Safety frequency 127.185 MHz

Other -

*Other Section 4 remarks

5. GENERAL FLYING PROCEDURES

5.3.1b Additional data communication specifically allowed by the Organisers –

The following forms of data communication are allowed:

- Any FLARM configuration, as long as collision avoidance transmissions are enabled.
- For the use of the military airspaces during the competition, OGN registration with CN of the glider is mandatory, notrack function shall be disabled.
- Carriage of a mobile phone as a data relay for connected instruments registered during technical inspection.
- Carriage and usage of ELT and PLB
- In-flight reception of meteorological information through radio communication and connected instruments registered during technical inspection.
- Transponder usage ADS-B reception, as a part of an on-board collision avoidance system

The following forms of data communication are not allowed:

- Mobile phone usage, except as data relay for on-board devices
- Disabling FLARM collision avoidance
- Reception of tracking information from non-OGN sources

Non-compliance with these rules will be considered as cheating and subject to penalties.

To support potential SAR activities, pilots are encouraged to carry mobile phones, ELT, PLB, etc., and to provide phone numbers and beacon ID to the Organizers.

5.4 Procedure in Case of GNSS signal Jamming/Spoofing

- Report ASAP to the Sporting Director (via Team Captain or ground contact).
- In case of suspected spoofing on your IGC approved GNSS flight recorders (both primary and secondary) affected by GNSS signal jamming or spoofing, send your additional evidence logs (as described below) to the Scorers not later than 10 minutes after landing, 5 minutes in case of outlanding.
- Send both your primary and secondary logs to the Scorers 30 minutes after landing at latest.

Clarification:

Additional evidence may be a log file from any IGC approved GNSS FR (a third FR), or any device (such as FLARM) or application (such as Oudie, SeeYou Navigator, XCSOAR, etc.) that creates an IGC file, or any application that creates a log file, which satisfies the following conditions:

- records horizontal and vertical position with timestamps
- is readable by scoring software (e.g. SeeYou).
- covers the period from departure until and if available after the GPS failure

Notes:

- Android devices may be preferred as they use multiple GNSS sources;
- To protect your device from ground fake signals, consider placing cone-shaped aluminium foil under the GPS antenna of thickness of 0,6 mm.

6. TASKS

6.3.3 Algorithm for calculating OZ radius in DHT

Will not be used during the championships.

7. COMPETITION PROCEDURES

7.1 e. Procedures for discharging water ballast on the ground after daily weighing (if any):

Discharging water ballast on the grid is not allowed.

* 7.2.2 Contest site boundaries;

- ☒ Will be published in Self briefing
- ☐ Attached to this document

*7.2.5 Conditions for cancelling the task after gate opening

* 7.3.2 Launch procedures for Motor gliders;

- ☒ Will be published in Self briefing
- ☐ Attached to this document

* 7.3.2a Maximum altitude of climb after self-launch MSL

786 m AMSL

*7.3.2c i Procedures for restarting MoP without an intervening landing

- Aero re-launch is allowed if all gliders in the class are equipped with a MoP at the close of registration for the Championships);
- A maximum of 3 launches is allowed – either from the airport or from in-the-air;
- In case the contestant wish to do a re-launch in the air, he must first advise the Sporting Director on the launching frequency as published on the daily Task Sheet;
- The relight area is on downwind to the main runway and below 200 m AGL;
- Once climbing under power, glider should return to the appropriate tow release area and stow the engine below 786 m AMSL.

* 7.3.3 Release areas, towing patterns and release heights;

The standard release height will be 600 AGL

A depiction of the release area;

- ☒ Will be published in Self briefing
- ☐ Attached to this document

7.3.3d Thermalling direction

Circling direction is not prescribed. Use the rules of the air.

*7.4.2.1b Conditions for closing the start

- ☐ None
- ☒ Adverse weather
- ☒ Smoke
- ☐ Other

7.4.2.2 Pre-start altitude will not be used.

7.4.3 Start Geometry to be used: Start Line. Gate width will normally be 10 km, will be defined at daily task sheet.

7.4.3.5a Maximum start altitude will not be used.

7.7.1 a. Procedures for communicating real outlandings to the Organisers will be the lowcrop.aero:

- LowCrop Aero will be used to communicate all outlandings, or pilots may communicate via text message if LowCrop is unavailable.
- LowCrop Aero can be found at <https://lowcrop.aero/>
- Team Captains must enter and update the status of their pilots retrieve in LowCrop.Aero.

The organisation will provide login details for each Team Captain and Competitor

7.7.3 Provision of and requirements for aero tow retrieves

- Aerotow retrieves may be available from airfields only. The outlanding must be reported via LowCrop.Aero and requested by telephone to the Outlanding Office to determine if this is possible.
- The Organisers will allow contest tow planes to be used for aerotow retrieves if the Outlanding Office and towpilot determines that it is fair and safe to do so.
- Each aero-tow retrieve must be arranged with the Outlanding Office by the Team Captain.
- The cost of an aero-tow retrieve is independent of all other fees.

7.8.2 Finish geometry to be used a **finish ring of radius 5km.**

7.8.4 a. Finish procedures

Arrivals must be announced on frequency 123.260 MHz

The following phrases shall be used:

(Contest number), distance to finish ring approximately ...km

(and then as necessary to maintain separation and awareness).

Call first at 10 km from finish ring,

and then at 3 km from finish ring.

Preferred landing will be a "Direct landing" to the allocated runway.

Gliders with more energy may elect to do a Finish followed by a circuit to the nominated runway

The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing,

***7.8.4c Conditions for closing the finish**

- ☒ None
- ☐ Adverse weather
- ☐ Smoke
- ☐ Other

***7.10.1 Landing procedures;**

- ☒ Will be published in Self briefing
- ☐ Attached to this document

7.11 Flight documentation must be submitted within 30 minutes after landing at the home airport.

Flight Log files from the backup Flight Recorder must be submitted **60 minutes** after being requested by the Organisers.

7.11.1 Flight log files should be submitted to the scorer by email to results@soaringhungary.com or upload through the competition webpage IGC file upload menu.

*Other Section 7 remarks

8. SCORING and PENALTIES

8.1 Scoring System to be used is Classic

8.1.1 Scoring software to be used is SeeYou, version 10.51 or higher.

Scoring Scripts should be uploaded to a github account called "IGCscripts in order to store all the scripts used for scoring at CAT I gliding championships. Standard SeeYou and Strepla scripts will be uploaded here.
<https://github.com/IGCscripts>

***8.2.4 20m Is Multi seat class to be handicapped No**

8.7 List of approved penalties

The IGC Bureau has approved the following temporary change, limited to 2025, to the Sporting Code Section 3 Annex A (only modified sections / list entries are shown):

Type of offence	First offence	Subsequent offences	Max penalty
Dangerous or hazardous flying			
Cloud flying, unsporting hazardous maneuvers (ref. para. 8.6.5.b.i), aerobatics (ref. para. 5.1)	100 pts	Day Disqual.	Disqualification
Hazardous maneuver (not unsporting per 8.6.5.b.i)	25 pts	n×25 pts	Disqualification

*Other Section 8 remarks

9. COMPLAINTS AND PROTESTES

The amount of the protest fee: € 100.00

10. RESULTS AND PRIZEGIVING

10.1. Flags

During the training period, for the closing ceremony, every team captain must deliver the same number of national flags as the maximum number of the team's pilots in any one class.

Flags should be approximately 1200mm X 1500mm.

10.2.3b Additional team awards

Not applicable