



SWEDEN
Borås

SGP Series 11

Swedish Grand Prix 2022

11th Sailplane Grand Prix Series

Local Procedures

*Borås, Sweden
8-14 May, 2022*



FAI Sailplane Grand Prix

World Series - XI



SWEDEN
Borås

A GENERAL INFORMATIONS

1 Location of the Event

Airfield Borås Flygplats	ICAO code	ESGE
Coordinates :	LAT :	N 57° 41' 44"
	LONG :	E 012° 50' 34"
Elevation :	AD ELEV :	588 ft / 179 m
Frequency :		123.525 MHz

2 Time Schedule

Unofficial Training :	30 th of April - 5 th of May 2022
Official Training :	6 th and 7 th of May – briefing at 10AM
Scrutineering :	6 th and 7 th of May – 0930-12AM / 4-8PM
First Briefing :	7 th of May - 7PM
Contest Flying :	8 th to 14 th May 2022
Prize Giving Ceremony :	14 th of May - 7PM

3 Competition Officials

Competition Manager :	Kjell FOLKESSON
Contest (Sport) Director :	Kjell FOLKESSON
Scrutineering :	Geron JOHANSSON /Ulf HANSSON / Roland HOF
Chief Scorer :	Kjell FOLKESSON
Flight Operation Director :	Hans FOLKESSON
Administration :	Kenneth DAVIDOV
SGP Web manager FAI :	Katarina DORBELL
Sportscaster (English) :	TBA
Sportscaster (Swedish) :	TBA
IGC Referee :	Antoine HAVET

4 Contacts

Website :	https://sweden22.sgp.aero/
Email :	gs@flygsport.se
Facebook :	https://www.facebook.com/faisgp

5 Price list

Entry fee : **275 € / 2800 SEK to be paid by the 28th of February**
Tow to 600m QFE : **55 € / 560 SEK***

* Depends on fuel price.

B TECHNICAL INFORMATION

1 Class

The SGP will be run in the 18 m Class and any glider with less than 18m span may compete. The maximum wing loading allowed is 48kg a square meter.

2 Documents to be presented at registration

Pilot :

- Valid glider pilot licence
- Valid medical certificate

Sailplane :

- Certificate of Airworthiness or Permit to Fly
- Certificate of registration
- Logbook
- Third party Insurance valid for competition.

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

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

(*) Note : SDR means "Special Drawing Right" as defined by the International Monetary Fund. To view the current conversion rates from SDR's to other currencies see : www.imf.org/.

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

3 Instruments that must be removed or disabled

No cloud flying is permitted. All instruments providing the ability to cloud fly must be removed or disabled, specially 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 High Visibility markings requirement

High visibility markings (red or orange) are not required.

5 Emergency Locator Transmitters (ELTs)

ELTs are not required.

6 Procedures for checking aircraft mass

Take-off mass:

A check of the glider mass is intended to verify that the take-off wing loading will not exceed 48kg / m².

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 weight with pilot and parachute, loose items such as thermos, drinks, 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 aircraft must be performed at the parking area. The competitor must be prepared for the time delay this check may cause.

C GENERAL FLYING PROCEDURES

1 Units of measurement

Units of measurement used on the pilot briefing sheet : unless otherwise stated distances will be expressed in kilometres and altitudes in metres AMSL.

2 Radio frequencies to be used during the Grand Prix

Transmissions may only be made on the frequencies prescribed by the organizers.

The common radio frequency that shall always be used by competitors for flight safety shall be 123.525 MHz.

<i>IGC SGP Rules § 8.7: Use of frequency other than the common frequency: 5 minutes</i>

3 Carriage of GNSS data transmitters for public displays

Competitors will not be requested to carry data transmitters from the organization. As a consequence, all participants must use Flarm, set on at all times, in normal mode. Competition mode and Stealth mode are forbidden.

D GRIDDING

1 The launch grid

Gridding will be made on grass runway 04/22. If we get too much rain we have the opportunity to also use asphalt runway and then we will have special gridding on taxiways. (see Annex 3). You are allowed to drive with private cars on grass areas please keep you on the east side of the airfield when you drive.

There will be 7 rows of 3 gliders.

The grid order for all flying days will be displayed on the official board in the briefing area, after a draw during the first briefing.

2 Requirements for discharging of water ballast on the grid

Water ballast may be discharged on the grid. If refilling of the tail tank is intended, the whole procedure of discharging and refilling of the tail tank has to be observed by the Competition Director.

E LAUNCH PROCEDURES

1 Take off procedures will be given at the daily briefing

Procedure for motor gliders: they will be launched at the back of the grid, to maximise their Take-Off Distance Available (TODA). Pilots must stop their engine below the maximum release altitude of 600m QFE, inside the Red - Release area. Any other release area shall be asked and approved by the SGP Director or mentioned during the daily briefing.

2 Release areas

The release area will be East / North East of the Airport (See Annex 4)

3 Standard tow altitude

The standard tow altitude will normally be 600 m QFE. The tow altitude will be defined at the daily briefing if needed.

4 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane. Pull-ups before releasing are prohibited.

5 Re-launch

A glider may be re-launched provided it has landed within the boundaries of the airfield, which are the roads around 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 broadcasted on 123.525 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 123.525 MHz by giving their contest number at the distance 10km before the Finish Line. The acceptance reply will be the contest number.

2 Mandatory reporting point and finish line

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

Special procedures apply in Borås due to lack of outlanding fields during arrivals. As a consequence, there will only be one reporting point available during the contest.

- The mandatory reporting point will be "999 Gaanghester".

Coordinates: 57° 41' 40" N - 013° 01' 50" E (10,9 km from Finish Line "000 Borås Goal")

The competitors shall remain above the minimum altitude of 350m AMSL (171m AAL) between the mandatory reporting point and the finish line. Non compliance will be penalized by 2 seconds per meter below this minimum altitude (no warning at the first offence !).

After finishing landing circuits should be made to the North-West of the airfield.

3 Direct landings

Direct landings are not allowed and pilots must follow the standard procedures of Borås.

4 Speed finishes

Speed finishes must be done higher than the minimum altitude 350m QNH (171 m QFE) when crossing the finish line. Borås airfield elevation is 179m QNH.

Landing is done through opposite North west circuits: right-hand circuit to land RWY 22 or left-hand circuit to land RWY 04. (see Annex 5 or SelfBriefing)

Pilots are required to use grass runway and land long so others get space.

In case of numerous unavoidable simultaneous landings, pilots having crossed the finish line can land on the asphalt runway. Caution: pilots cannot vacate the Asphalt runway due to runway lights on each side of the 18m-wide runway. (See Annex 1)

Crews are required to be ready to retrieve their glider from the airfield immediately after landing. The movement of crews and vehicles on the airfield must be coordinated through the Ground Safety Officer.

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform the organization. It is recommended to send a WhatsApp private message or SMS to the organization and the team member (crew).

The Phone/WhatsApp number will be written on the task sheet : +46 704 38 37 07

Lack of information about outlandings will be sanctioned.

I SCORING

Handling of flight documents

The IGC file in secure mode must be handed in 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 :

- Via email: sgp@flygsport.org (recommended)
- In a USB memory stick or memory card (SD or Micro-SD format only) brought directly to the scoring office, in the briefing area.
- **Via the competition web site. (highly recommended if working)**

J PROTESTS

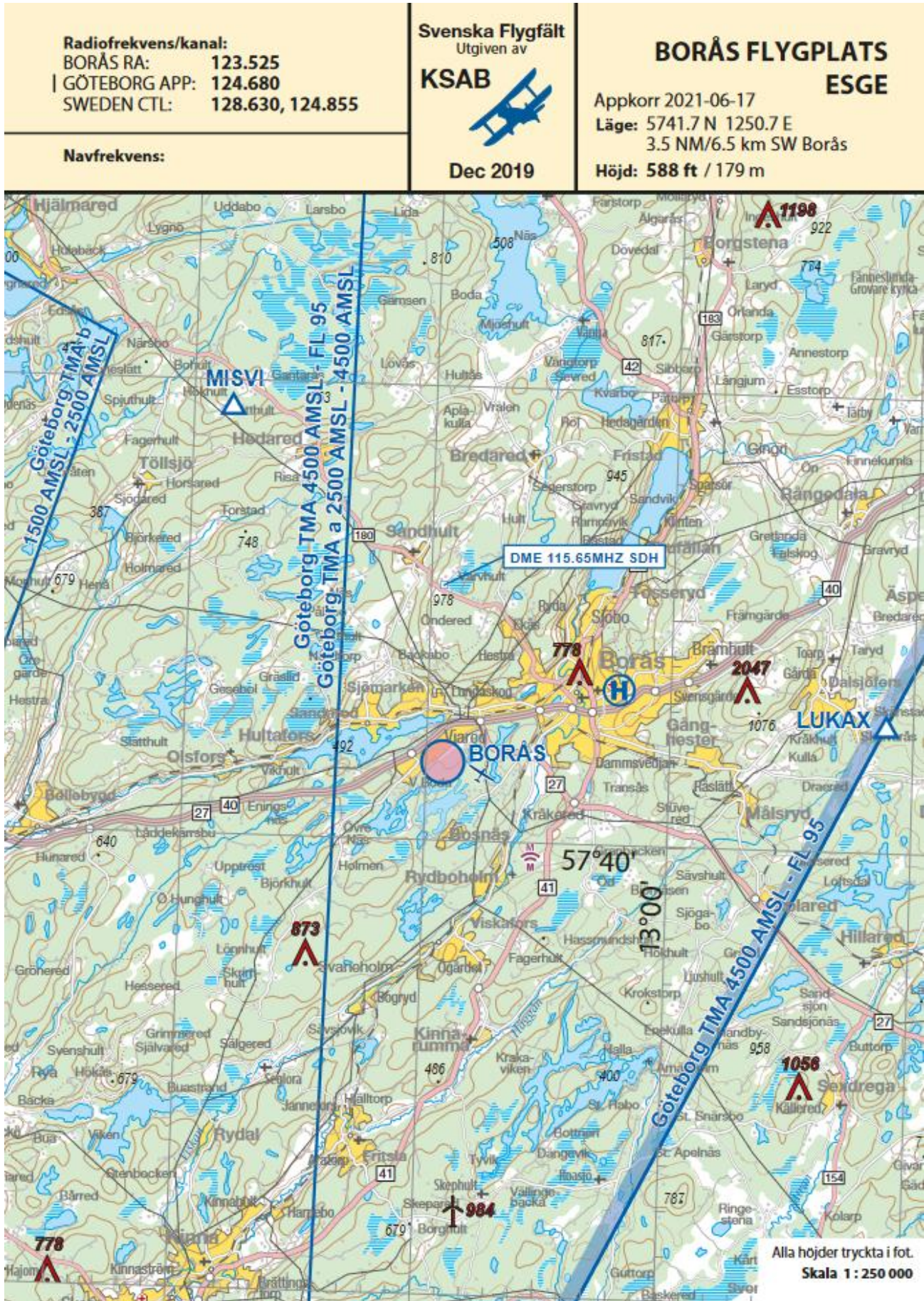
The value of the protest fee

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

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ANNEX 1

Visual Approach Card ESGE



BORÅS ESGE

Radiofrekvens/kanal BORÅS RA: **123.525**

Höjd 588 ft / 179 m

SVENSKA FLYGFÄLT

Utgiven av KSAB

DEC 2019



www.pilotshop.se

VIKTIG INFORMATION

- PPR mellan 15 november och 15 april på grund av intermittent snöröjning
- Grästråket mjukt vid nederbörd
- Upprepade starter och landningar ej tillåtet för besökande flygplan eller helikoptrar
- Undvik överflygning av bullerkänsliga områden markerade i kartbilden nedan
- Trafikvarvshöjd 1600 ft AMSL
- Intensiv segelflygverksamhet
- Segelflygplan gör högervarv till stråk 04R
- Vid start bana 22 sväng vänster kurs 180 snarast möjligt efter start för att undvika överflygning av bebyggelse
- Flygning får endast ske följande tider (LT):
Mån-tor = 0700-2200, fre = 0700-2000
Lör-sön mellan sep-maj = 0800-2000
Lör-sön mellan jun-aug = 0800-1800
Flygning får ej ske Långfredag, Påskafton, Pingstafton, Pingstdagen, Midsommarafton, Julafton, Juldagen, Annandag Jul samt första sammanhängande Lör-Sön i juli. Landning med segelflygplan är undantaget detta

ÄGARE/BRUKARE

Borås Stad / Borås Flygplatsförening
www.borasflygplats.se

KONTAKTUPPGIFTER

Borås Flygplatsförening

Föreningen 033-25 43 58
Björn Svensson 070-815 86 11

Flygplatschef

Anders Rudmark 073-851 53 92

Bitr. flygplatschef

Borås Ultralättflygklubb

Klubben 033-25 41 67

Aleksander Arsic 070-552 28 28

Motorflygchef UL

Borås Flygklubb

Klubben 033-25 41 67

Leif Gustafsson 073-421 30 60

Motorflygchef

Borås Segelflygklubb

Klubben 033-25 43 58

Fältinfo 072-010 95 00

David Gustavsson 070-835 60 59

Segelflygchef

BANLÄNGDER

Huvudbanan (asfalt)

TORA/LDA 04L/22R 800m

Sidobanan (gräs)

TORA/LDA 04R/22L 800m

BELYSNING

04L/22R: Bankantsljus, tröskelljus

Fältet: Taxibaneljus på B och västra plattan. Blå reflexstolpar på A

Ljusen tänds med bärvåg i 10 sekunder

HINDER

-

BRÄNSLE

AVGAS 100LL, UL 91/96 & JETA1

Förhandsbeställning krävs

MAT & LOGI

Ett flertal restauranger finns i industriområdet intill flygplatsen

Hotell i Borås ca 10 km bort

TRANSPORT

Busshållplats strax NW om fältet.

Trafikeras av Västtrafik. Hållplats

Företagsgatan 64.

UPPLEVELSER

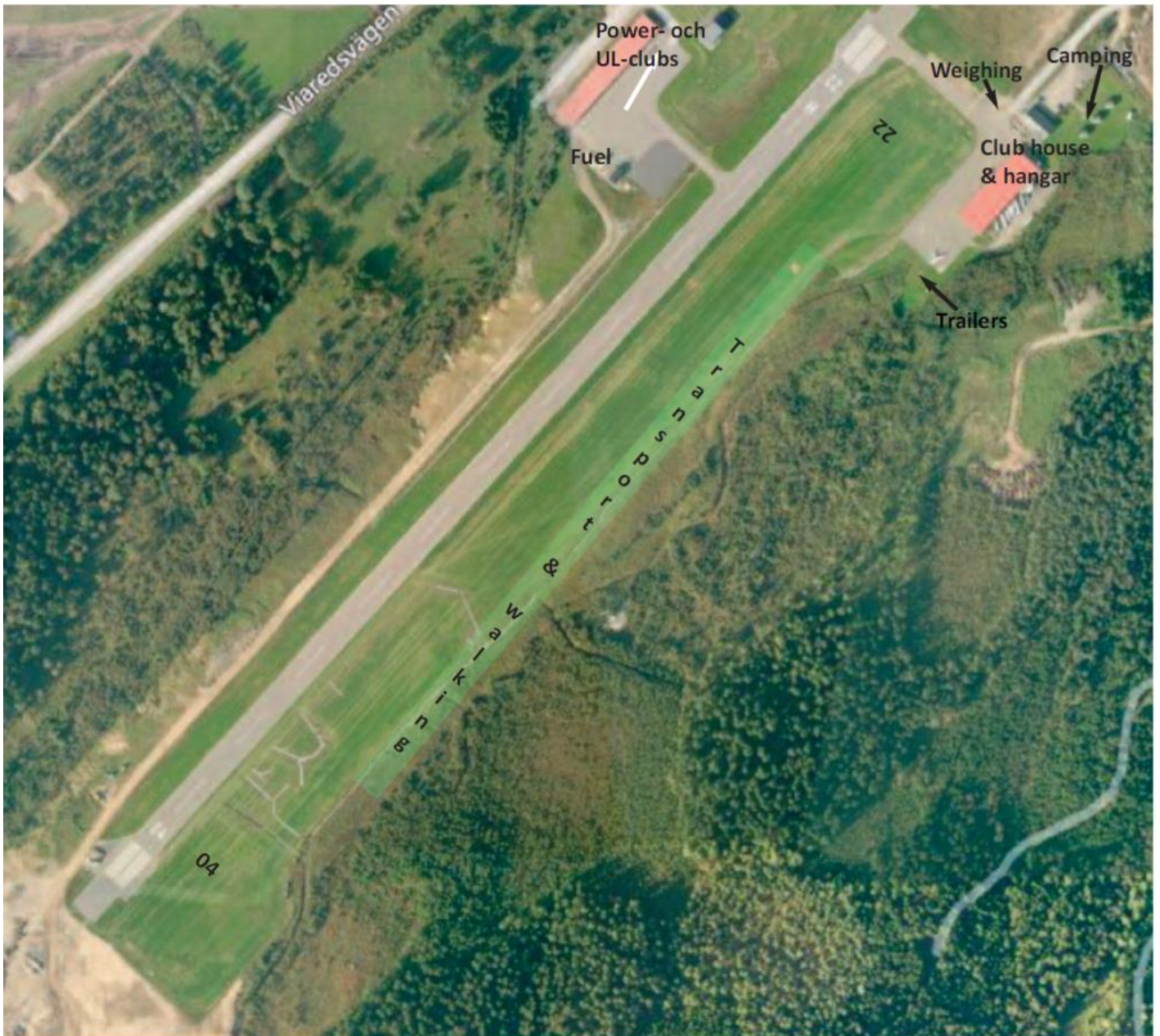
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Ändringar: Ny design, nedflygningsektorer segelflyg, förtydligande text viktig info, telefonnummer, logi & mat, transport, upplevelser
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ANNEX 2

Airfield Layout



ANNEX 3

Gridding

Grid 22



Grid 04

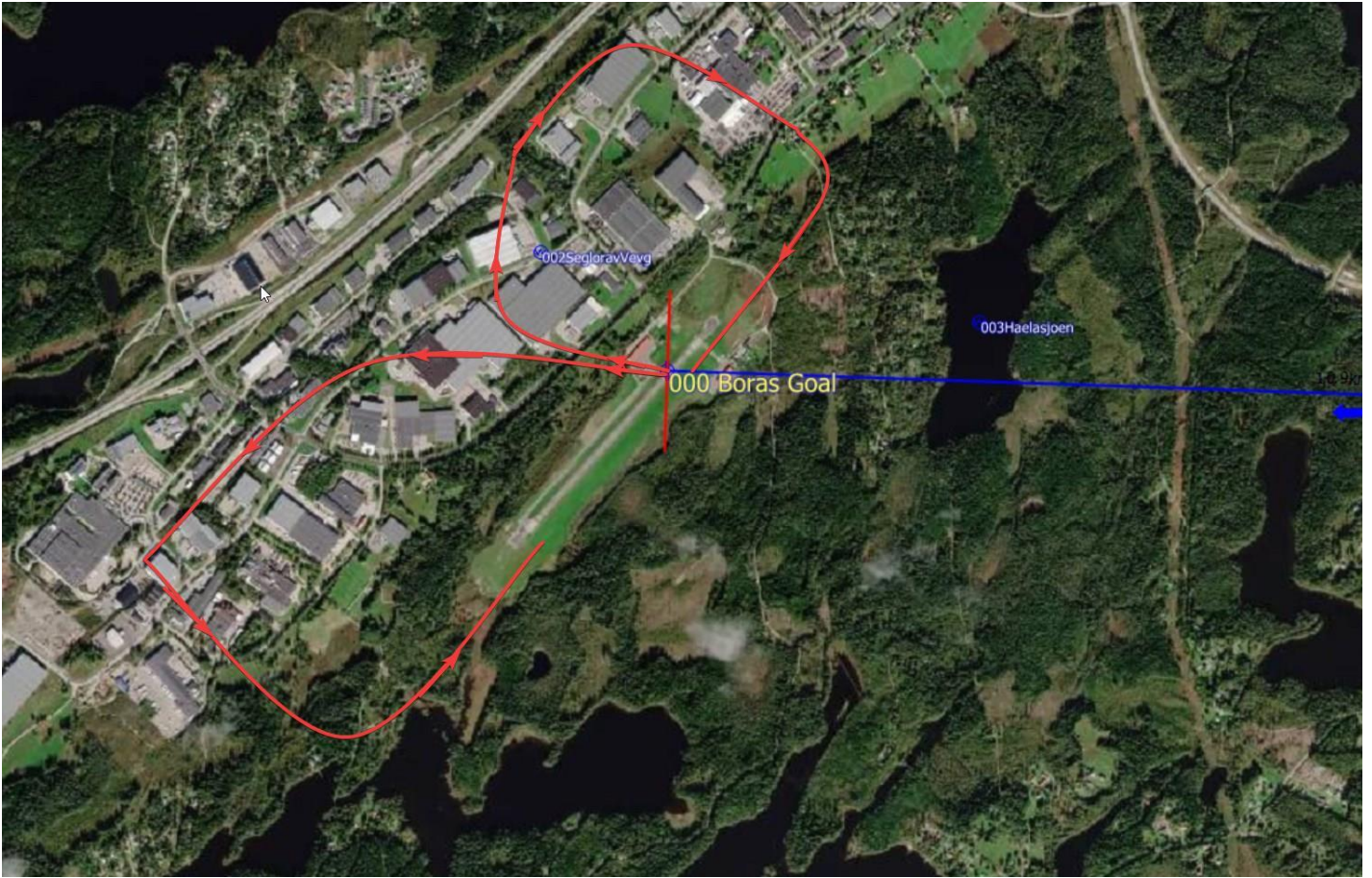


ANNEX 4

Release Area



ANNEX 5 FINISH LINES



Finish 000 Boras Goal (Line 500 m) : 57° 41' 52" N - 012° 50' 52" E

Speed finishes must be done higher than the minimum altitude 350m QNH (171 m QFE) when crossing the finish line. Boras airfield elevation is 179m QNH.

Landing is done through opposite North west circuits: right-hand circuit to land RWY 22 or left-hand circuit to land RWY 04.