

14TH FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS

AALEN-ELCHINGEN

GERMANY 2026



Local Procedures

Version 1.4 -

May

2026



A CHAMPIONSHIP DETAILS

14th FAI Junior World Gliding Championships

Location of the Event

Aalen-Elchingen Airfield

- ICAO Identifier; EDPA
- Latitude; N48° 46,67'
- Longitude; E 10° 15,88'
- Elevation; 1915ft MSL
- Time Zone; UTC +2h (CEST)

Time Schedule

Preliminary entries due	Saturday	31 st January 2026
Final entries due	Tuesday	31 st March 2026
Reserve pilots accepted after	Sunday	31 st May 2026
Deadline for approval of new GNSS FRs	Tuesday	30 th June 2026
Airfield availability for training flights	Saturday	25 th July 2026; Or on request
Registration period begins	Saturday	25 th July 2026
Registration period ends	Saturday	30 th July 2026 06:00 p.m.
Technical inspection period begins	Tuesday	28 th July 2026 02:00 p.m.
Technical inspection period ends	Saturday	1 st August 2026 04:00 p.m.
Configuration change closes	Sunday	26 th July 2026
Mandatory safety briefing	Saturday	1 st August 2026 06:00 p.m.
Unofficial training begins	Saturday	25 th July 2026
Unofficial training ends	Wednesday	29 th July 2026
First official team captains' briefing	Saturday	1 st August 2026 04:00 p.m.
Official training begins	Thursday	30 th July 2026
Official training ends	Saturday	1 st August 2026
Opening ceremony	Sunday	2 nd August 2026
Contest flying begins	Monday	3 rd August 2026
Contest flying ends	Friday	14 th August 2026
Farewell dinner	Friday	14 th August 2026
Closing ceremony and prize giving	Saturday	15 th August 2026 10:00 a.m.

B PROCEDURES SPECIFIED IN ANNEX A

1 GENERAL

1.1. Additional Objectives of the Championship

The additional objectives of the Championships are to

- Promote the sport of gliding in Germany.
- Widen the reach of German Gliding to the international pilot community.
- Promote the sport of gliding to all people older than 14 years to gain new members in our clubs.
- Promote Baden-Wuerttemberg and the region as a tourist destination.

1.2.1 References to applicable rules documents

- FAI Sporting Code – https://fai.org/sites/default/files/fai_sporting_code_general_section_2025_v1_1_1.pdf
- FAI Disciplinary Code - https://fai.org/sites/default/files/documents/fai_disciplinary_code_edition_2023.pdf
- Sporting Code Section 3 – Gliding – Version 2025 - https://fai.org/sites/default/files/document/file/sc3_2025.pdf
- **IGC Procedures for Handicapped Classes - 15 April 2026**
https://www.fai.org/sites/default/files/document/file/SC3AH_2026.pdf
- **Annex A to Section 3 2025a - Gliding World and Continental Championships (Published April 2026)**
https://www.fai.org/sites/default/files/document/file/SC3A_2025a.pdf
- Antidoping Rules - https://fai.org/sites/default/files/documents/fai_anti-doping_rules_2021.pdf
- Code of Ethics - https://fai.org/sites/default/files/documents/fai-code-of-ethics-2024_0.pdf

1.3.1 Championship Classes

- Club Class
- Standard Class

1.3.2 List of Handicaps

Handicaps will only be used for club class, refer 1.2.1 Handicaps

1.4 Responsibilities of the Organisers

1.4.1 Name of NAC

Name of National Organisation running the event:
Name of the local Organisation running the event:

Deutscher Aeroclub e.V. (DAeC)
LSR Aalen e.V.

1.4.1.1 Contact Information for the event

Website: <https://jwgc2026.org>
Email: cd@jwgc2026.org
Registration: registration@jwgc2026.org

Postal Address: LSR Aalen
c/o JWGC 2026
Hinteres Haertle 6
D-73450 Neresheim-Elchingen

1.4.1.2 Units of measurement

Unless otherwise stated, the following units will be used:

- Distances: Kilometers (km)
- Altitudes: Meters above Mean Sea Level (MSL), Altimeter setting for QNH
- Heights: Meters above Ground Level (AGL), Altimeter setting for QFE
- Flight Levels: Feet/100 (FL) Altimeter setting 1013.2 hPa
- Air Speed: Kilometers per hour (km/h)
- Ground Speed: Kilometers per hour (km/h)
- Vertical speed: Meters per second (m/s)
- Wind speed: Kilometers per hour (km/h)
- Mass: kilograms (kg)
- Time: Local time (UTC + 2), 24h format
- Length: Meters (m), kilometers (km)

1.4.1.3 Time of Contest Sunset

- The time of the contest sunset will be published at the task sheet daily.

1.4.1.5 Primary digital messaging

Primary digital messaging by the organisers will be by two WhatsApp groups – <https://www.whatsapp.com/>

- one for Team Captains (two direction)
- one for all Competitors (one direction)
- One for the official notice board (1 direction)
(instead of the paper noticeboard SCA 1.4.5.4)

These will be broadcast groups with messages being distributed by the organisation.

1.4.2. Additional safety rules

1.4.2.1 Safety Culture

- The Organisers will provide a confidential Online Safety Box via a link on the competition website, Competitors and Team Captains are strongly encouraged to use this to raise a safety incident or suggestion for attention by the Safety Committee.
- Safety comments are welcome at any time from any contest participant – pilots, crews, and others. They can be directed to the Safety Committee, Competition Director, Sporting Director, Stewards, or any competition official, and may also be submitted via the Online Safety Box. All comments or reports will be treated confidentially and can also be submitted anonymously in exceptional

circumstances.

- Proximity analysis software will be used every day during the contest period to identify safety issues and allow the Safety Committee to provide appropriate guidance to Team Captains and their pilots.
- Safety issues by a pilot may result in a penalty.

1.4.2.2 Ground Operations

- Vehicle speed on the competition site is limited to 20 km/h, except when safety would be compromised.
- All vehicles entering the air side on the airfield must bear identification marks consisting of glider Competition Number, or country code for Team Officials shown in a visible way.
- All personnel entering airside on the airfield must be registered, carry identification, and be appropriately briefed from the start of the registration period.
- Pilots must brief their crew on all procedures for manoeuvring on the airfield with reference to the Self Briefing.
- Sailplanes and trailers must be securely tied down when unattended in the parking area.

1.4.2.3 Flight Operations

In case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the Competition/Sporting Director directly, or through other competitors, and carry out any action useful for the rescue. Refer to the Emergency Response Plan for actions required.

1.4.5. Documentation

- A competition chart will be hand over to each pilot and the Team Captain during registration including an additional airspace chart of the international airports of Stuttgart and Nuremberg. In this map, all airspace information will be available.
- 1.4.5.2 / 3 Control Points, Forbidden Airspace
 - The official airspace- and control point files will be available for download from Soaring Spot https://www.soaringspot.com/en_gb/jwgc2026/downloads.
 - This file will also be accessible via a link to SoaringSpot from the competition website <https://jwgc2026.org/documents/>
 - Sporting Limits will not be used for this competition.

2. Competition Officials:

- | | |
|--------------------------------------|-------------------------------------|
| ● Competition and Sporting Director: | Bernd Schmid |
| ● Championship Manager: | Wolfgang Gmeiner, Manfred Streicher |
| ● Operations Manager: | Uli Schwarz |
| ● Task Setter: | tba |
| ● Chief Scorer: | Florian Paul |
| ● Safety Officer: | Peter Schwarz, Gerhard Bayer |
| ● Meteorologist: | tba |
| ● Administration: | Gerhard Bayer |
| ● Press Contact: | Michael Kost |
| ● Webmaster: | Timo Elser |

International Jury:

- Jury President: Eric Mozer (USA)
- Jurors: Vladimir Foltin (SLO)
Sylvain Gerbaus (FRA)

Stewards:

- Chief-Steward: Frouwke Kuijpers (NED)
- Steward: Hynek Covan (CZE)

3. NATIONAL TEAMS

3.4.2 Entry fee, other fees

- Payment of entry fees as outlined below must be completed by March 31st 2026.
- Entry fee is **700 Euro** as per the approved bid, **plus additional 58 Euro per pilot** (excluding reserve pilots) admission fee of the FAI.

BANK ACCOUNT DETAILS:

Account Name: Luftsportring Aalen e.V.
IBAN: DE55 6145 0050 0110 0359 89
BIC: OASPDE6AXXX
Reason for transfer: JWGC 2026, Team xxxx

- Cost of aero tows to 600m AGL: **58 EURO**

3.4.3a Number of allowable entries

- Number of allowable entries per NAC is three pilots in each class plus the current world champion.

3.5.4a Additional documentation required

- All required documents are shown in the registration tool and must be uploaded until March 31st 2026. (<https://registration.jwgc2026.org/>)

For gliders:

- Registration and airworthiness certificate or permit to fly of the glider.
- Flight manual and aircraft logbook.
- Valid weight and balance sheet.
- Radio aircraft station license.
- FLARM range analysis
- Airworthiness review certificate (ARC)
- Certificate of Insurance for Third Party Liability

3.5.4b Documents required to be carried on board the sailplane (physically or in digital form)

- Registration and airworthiness certificate or permit to fly of the glider.
- Flight manual and aircraft logbook.
- Radio aircraft station license.
- Airworthiness review certificate (ARC)
- Certificate of Insurance for Third Party Liability
- Pilot license and personal logbook

3.6.1 Third Party Insurance coverage is required.

For gliders:

- Third party insurance is required for each participating glider.
- The required cover must be at least € 1,500,000 (EUR). The organisation recommends pilots consider higher cover for third party liability.
- Documentary proof of any additional insurance cover must be provided in German or in English.

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 whilst participating in competition.
- Documentary proof of the required medical insurance must be provided in German or in English.

4. TECHNICAL REQUIREMENTS

4.1.1c Flight Tracking Devices

- Flight tracking devices provided by the Organisers must be carried on board.
The use of this flight tracking device is mandatory
 - The organisation will provide a tracker to each pilot, or their crew, each day from the start of the official practice period.
 - Pilots must securely install the tracker to ensure good visibility of GPS satellites and mobile cell towers.
 - After each flight the flight tracking device must be returned to the competition office within 60 minutes after landing, except in case of an outlanding. Then the tracker must be returned as soon as possible.
- If a pilot voluntarily switches off the tracker during the flight, it will be captured in the tracking data and will be considered unsporting behaviour as per SC3a 8.6.5B.
- Tracker time delay will be 15 minutes.
- The organisation will collect the trackers at the end of the championship. Any tracker not returned will be charged to the NAC (€300)

4.1.1e Additional Equipment

- Hi-vis-markings are not required.
- Strobe light is mandatory.
- Portable devices must be securely mounted in the glider in such a way that the pilot's vision is not affected.
- To support potential SAR activities in remote locations, pilots are required to carry one or more of the following; mobile phone, ELT, PLB, Spot, or other satellite communications device, and to provide the phone number or beacon ID to the organisers.
- 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).
- 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 and a PDF of a recent FLARM range analysis must be uploaded in the registration tool as soon as possible at least at the technical inspection.
 - <https://www.flarm.com/support/tools-software/flarm-range-analyzer/>
 - Pilots may be requested 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.

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.

The organisation will specify operations frequencies for:

- Launch 121.405 MHz
- Finish 121.405 MHz
- Landing 121.405 MHz
- Start Gate 128.890 MHz
- Common Safety 128.890 MHz

Team frequencies will be published before the training week.

6.TASKS

6.2 Task Types

The following task types will be used in the competition:

- Racing Tasks
- Assigned Area Tasks

7. COMPETITION PROCEDURES

7.1.e. Discharging water ballast

- Competitors may discharge ballast on paved runways only after passing through weight control and before arriving on the grid.
- Discharging water at the weight station or on the grid is only permitted by the grid marshal or the weighing managers.

7.2.2 Contest site boundaries

- Will be published in Self Briefing

7.2.5 Conditions for cancelling the task after the start gate is open

- Adverse weather
- Serious accident involving competitors

7.3.1e Additional launch procedures

- The club class will be towed first each day for safety reasons.
- Tow ropes: each glider must be equipped with an own towing rope. The towing ropes must be marked with the competition ID.
- In the event of a relaunch, the organiser will provide a towing rope. After the launch has been completed, the towing ropes can be collected by the helpers (see self-briefing).

7.3.3 Release areas and release heights.

- The standard release height will be 600 meters AGL.
 - A depiction of the release areas will be published in Self Briefing.

7.4 Starting

7.4.2.1b Conditions for closing the start line

- Adverse weather
- Serious accident involving competitors
- GPS Jamming

7.4.2.2 Pre-Start Altitude

- May be used

7.4.3 Start geometry to be used.

- A line of length 10 kilometers

7.4.5 Energy Control at the Start

- May be used

7.7.1a Procedures for communicating real outlandings.

- LowCrop will be used to communicate all outlandings. Pilots may communicate via text message (SMS, WhatsApp) if LowCrop is unavailable.
- LowCrop can be found at <https://lowcrop.aero/jwgc2026/>
- Team Captains must enter and update the status of their pilots retrieve in LowCrop.
- 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. The outlanding must be reported via LowCrop and requested by telephone or WhatsApp to the outlanding office to determine if a tow is possible. The use of private tow planes for aerotow retrieves is not allowed. The organisers may allow contest tow planes to be used for aerotow retrieves if the outlanding office determines that it is fair and safe to do so.
- Each aerotow retrieve must be arranged with the outlanding office by the team captain.
- The cost of an aerotow retrieve is independent of all other fees. These costs will be published at the opening briefing and in the self-briefing.

7.8.2 Finish geometry to be used.

- A finish ring with a minimum finish altitude MSL which is described during the daily briefing and on the task sheet.
- The normal finish ring will have a radius of 3km around waypoint #1.
- A finish ring of more than 3km up to 10km may be used in the event of forecasted adverse weather. This will be described at briefing and specified on the task sheet.

7.8.4 a. Finish procedures

- Arrivals must be announced on the finish frequency 121.405 Mhz.
- The following phrases shall be used: (Contest number), (distance to finish ring), (direct landing/speed finish).
- Call first at 10 km from finish ring,

- and then as necessary to maintain separation and awareness.
- Preferred landing will be a “direct landing” to the allocated runway.
- Gliders with excess energy and/or surplus height after the finish ring must follow a landing pattern to the south of the airfield – see self-briefing.
- Finish procedures will be included in the self-briefing.

7.8.4c Conditions for closing the finish

- Adverse weather
- Serious accident involving competitors

7.10.1 Landing procedures

- Will be published in self-briefing.

7.11 Flight documentation

- Must be submitted within 45 minutes after landing back at the airfield or return to the airfield after outlanding. If possible, the file shall be submitted asap after outlanding.
- Flight logs from the backup flight recorder must be submitted within 60 minutes after being requested by the organisers.

7.11.1 Flight log files

For flight log uploads, please send your log via mail: scoring@jwgc2026.org

8. SCORING

8.1. The scoring system for the championships

- Will be 1000-Points Scoring System – i.e., Classic.

8.1.1 Scoring software to be used.

- SeeYou Version 10.69 or higher.
- The scoring script in use will be the official Annex A-Script “AnnexA_scoring.pas“ for SeeYou in its latest version at the beginning of the competition as provided at <https://github.com/IGCscripts>

C General Procedure

1. Replacement of SC3A 5.3g

Section 5.3g of SC3A_2025a is replaced as follows:

5.3g.

The Organisers will analyse Flight Log files from the Primary FR for the purpose of scoring the flight. If that evaluation shows a continuous flight and indicates no penalties, then that evaluation will be used for scoring.

In case the Primary Flight log fails to demonstrate flight continuity from takeoff to landing, OR indicates a penalty OR other necessary data is missing to validate the flight, complementary data from the secondary FR may be used to fill the gap, reduce the penalty, or validate the flight.

The use of the secondary flight recorder will be indicated in the daily results.

In all cases, if a valid PEV can be found in the Primary Flight Log file, credit for that PEV will be given to the pilot for that flight.

(Note special rules apply if the Director determines that deliberate jamming of GNSS signals have occurred. In this situation, the special rules supersede this paragraph. See para 7.11.4)