

LOCAL PROCEDURES

Name of Event

Flight Challenge Cup – Gliding 2010

Location of the Event

Airfield Prievidza (Slovakia)

ICAO LZPE

Latitude 048° 46.05 ' N

Longitude 018° 35.42 ' E

Elevation MSL 260 m/853 ft MSL

Runway 22/04 (950/115m grass)

Frequency 122,600 MHz

TIME SCHEDULE

Final entries due	April 16 th - 2010
Training	April 10th – April 16th 2010
First opening briefing	April 16th, 2010, 08:00 PM
Contest flying	April 17th – April 28th
Closing and Prize Giving Ceremony	April 28th, 2010, 06:00 PM

Competition Officials

Competition Director	Ing. Jozef Horňák
Deputy Director and Task Setter	Ing. Marián Kumorovitz
Chief Scorer	Zoltan Suranyi
Meteorology	will be selected
Operations Director	Ľuboš Jánošík
Head of Jury	will be selected at 1st briefing
Members of Jury	will be selected at 1st briefing
Safety Commission	3 members – competition director, 1 pilot club and combi class
Web Master	Ing. Otto Železník

Address for all correspondence and entries

a) SNA - letecká škola Košice
Letisko
040 17 Košice - Barca
SLOVAK REPUBLIC

Tel. 00421 915 959 147
Tel. 00421 949 184 400
Tel. 00421 949 512 643
E-mail: info@plachtenie.sk
Web: www.plachtenie.sk, www.leteckaskola.eu

b) Občianske združenie - Aeroklub letisko Prievidza
Letisková 8
971 01 Prievidza
SLOVAK REPUBLIC

Tel.: 00421 46 543 06 11
Fax: 00421 46 543 81 11
E-mail: info@aeroklub-prievidza.sk
Web: www.aeroklub-prievidza.sk

PART 1 GENERAL

General requirements

The contest shall be controlled in accordance with the FAI Sporting code, General Section and Section 3 (Gliders and Motor Gliders) and Annex A to Section 3. The rules not specified in this document shall be applied as detailed in Annex A.

Championship Classes

Flight Challenge Cup 2010 will be held in the following classes:

- **Club Class according to Section 3 of the Sporting Code, Chapter 7**
- **Combi Class with index list DAeC**

Responsibilities of the Organisers

Additional safety rules

- GNSS FRs and other electronic equipment must be attached to the sailplane in such way that visibility is not reduced.
- In case of a serious accident, competitor who observes or becomes aware of it shall immediately communicate it to the Competition Director (CD) directly or through other competitors, and carry out every action useful for the rescue. If the accident implies rescue action by one or more competitors, the CD, once informed about fact, will announced the cancellation of the task by radio.
- Any necessary additional rules for each competition day will be announced on the briefing for the day.

National requirements for doping controls

Random tests for doping will be conducted in accordance with FAI Anti-Doping Rules and Procedures.

http://www.fai.org/documents/otherdocs/antidoping_rules

PART 3

Qualification

Pilot competing at FCC 2010 must be a citizen or resident of one of the NACs countries and must satisfy the conditions of the FAI Sporting Code, General Part

- Hold a gold badge, or, hold a silver badge and have competed in at least one National Championship;
- Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in gliders;
- Hold a Pilot Licence or equivalent document issued or validated by the authorities of the country in which the sailplane is registered, or of Slovak Republic.
- Acknowledge and understand the FAI Sporting Codes and the Rules and Procedures issued for the event.
- Hold a FAI sporting license with valid stamp for year 2010

Entry Fees

The entry fee is 200 EUR per participating glider and it covers all operational costs during the contest except towing fees. Aero-tow to 600 m AGL costs 25,- EUR.

The full entry fee must be paid at the following Bank account, refer to

Account No.: 4006898745/7500

IBAN: SK70 7500 0000 0040 0689 8745

SWIFT: CEKOSKBX

Constant symbol: 0308

Variable symbol: aircraft tail

Pilots

The number of entries during the competition is limited to a maximum of 110 gliders in all classes. The organizer reserves a right to change this number according to needs.

In case of exceeding the entry max number, refer to Bulletin No. 2 for selection criteria.

Additional Documentations required

For all team members (Pilots and Crews):

Team members who needs the visas to enter Slovak republic must organise them by their own means in due time. If an invitation is needed, such a document can be requested to: info@plachtenie.sk

The Organisers shall require the documentary proof of insurance or medical insurance cards.

For the sailplane:

- Registration certificate of the glider
- Certificate of airworthiness
- Flight Manual
- Proof of third party insurance in accordance

Documents required to be carried on board the glider

- Identification Document issued by the Country of Residence
- Valid Pilot licence or equivalent document

- Certificate of airworthiness
- Certificate of registration
- Third party insurance certificate
- Flight Manual
- Valid chart of competition airspace

Insurance

Third Party Liability insurance shall cover all period of competition flying and shall be in accordance with the legal requirements. (See Bulletin No. 2)

PART 4 TECHNICAL REQUIREMENTS

Instruments that must be removed from the glider:

- Gyro instruments and other instruments permitting pilots to fly without visual reference to the ground (e.g. Bohli or Schanz compasses) must be removed.
- Further forbidden instruments, if any, will be specified at briefing.

The organisers will not require the competing gliders to be marked with high visibility markings to improve in-flight observability.

GNSS data transmitters to enable the public display of GNSS flight records during the competition flights will not be used.

Procedures for checking aircraft mass

Aircraft mass checks will not be carried out. Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness. Water ballast in club class is prohibited.

PART 5 GENERAL FLYING PROCEDURES

Radio frequencies to be used during the championships

For the championships the following frequencies will be used:

Call sign **PRIEVIDZA GROUND** (FREQ **122.95 MHz** but FREQ can be changed before the training period)- for takeoff and for all airport operations at the contest site;

Call sign **PRIEVIDZA TRAFFIC** (FREQ **122,60 MHz**) - for all airport operations, for competition purposes – start line, finish line;

Frequencies allocated for flight safety

Frequency **122.600 MHz** (Call sign PRIEVIDZA TRAFFIC) and common emergency frequency **121.500 MHz** will be used for flight safety purposes.

The PRIEVIDZA GROUD frequency (FREQ **122.95MHz**) will be activated 30 minutes before the planned start and will be deactivated by opening the start line for the last starting competition class.

All competitors should have frequency **122,95 MHz** selected:

From the beginning of take off

During the launch until they have left the launching zone

All competitors should have frequency **122,60 MHz** selected:

After leaving the launching zone

On the final glide from at least 10 km away from the finish, and

During landing – from the moment they join the circuit until they have left the runway.

PART 6 TASKS

Task options

The following tasks will be set during the championships:

- **Racing Task**
- **Speed Task - Assigned Areas**

PART 7 COMPETITION PROCEDURES

The Launch Grid

Take off will usually be direction 22, except when specific weather conditions dictate otherwise. This will be communicated in good time using the established procedure.

The classes will be launched separately and the free standing order in a class at grid will be applied.

Requirements for discharging water ballast on the grid

No water ballast is allowed to discharge on the grid at any time. The violation will be penalised.

Contest site boundaries

Contest site boundary is an area of LZPE, all strips included. It's designed, including the area for relaunching gliders, in a chart as an appendix to these local procedures.

Launch procedures

Motor Gliders

Self launching Motor Gliders have to follow the same flight pattern as declared for tow-planes at the briefings. Motor Gliders having aero tow; have to run their engines not later than 5 minutes after the release from launch for a maximum time of 2 minute in order to confirm their GNSS FR MoP recording.

Release Areas

It is prohibited to circle in release area and below the release altitude. It is strictly mandatory that all circling will be left turn 5 km from LZPE N48°46.05' E018°35.42' before having crossed the start line. Pilot coming back for another start has to respect this rule again.

Starting

Start Options

The following Start Options will be set during the championship:

→ Start line

Starting Procedures

Radio procedures for announcing the start

For announcing the start on the competition frequency 122.600 MHz following phrases (repeated once) will be used:

- **THE START LINE FOR (club/combi) CLASS WILL BE OPEN AT (Time HH:MM), MAXIMUM ALTITUDE BEFORE STARTING IS (QNH altitude in meters)** - As soon as possible after the take-off of last sailplane in the class, which was in its specified grid position on time and change.
- **THE START LINE FOR (club/combi) CLASS WILL BE OPEN IN 10 MINUTES, MAXIMUM START ALTITUDE IS (QNH altitude in meters)** - 10 minutes before the opening of the start for each class.
- **THE START LINE FOR (club/combi) CLASS WILL BE OPEN IN 5 MINUTES, MAXIMUM START ALTITUDE IS (QNH altitude in meters)** - 5 minutes before the opening of the start for each class.
- **THE START LINE FOR (club/combi) CLASS IS OPEN NOW, MAXIMUM START ALTITUDE IS (QNH altitude in meters)** - at the time of the opening of the start line for each class.
- **THE START FOR (club/combi) CLASS IS CANCELLED** - as soon as possible after cancellation of the day.

Maximum altitude

The maximum start altitude, expressed in QNH, will be written on the task sheet and announced at daily briefing. The change of maximum altitude will be announced using the phrases specified at 7.4.3 A.

Event Marker

The organisers do not require the use of an Event Marker for marking starts during the contest.

Contest Area Boundary

The Contest Area Boundary will be published on the website www.plachtenie.sk, as well as the waypoints. Pilots flying outside the contest area will be considered outlanded in that place.

Real Outlandings

In case of outlanding, the pilot/crew shall contact the organiser without delay and before the retrieve crew departs the Contest site.

The place of outlanding, means of retrieve, aero tow request or other necessary information shall be announced to the organiser.

Virtual Outlandings

Powered gliders will be allowed to use their engine during the contest to avoid landing out, after a virtual outlanding.

Aero tow retrieves

Aero-tows from the airports are permitted. Aero-tow retrieves must be authorized by the Contest Director who will use the aircraft managed by the Organizers or will permit the use of other aircraft. If several pilots request aero tow retrieves from the same airfield, the pilots shall decide the retrieve order. Powered gliders may use the engine to return to LZPE.

Finish Options

The following finish options will be applied:

- **Finish Line**
- **Finish Ring**

Finish Procedures

Competitors are required to announce their arrival on the finish line when 10 kilometres and 2 kilometres far away, switching on 122.600 MHz frequency (call sign Prievidza Traffic), giving the contest number, the distance to go in kilometres and landing procedure (direct landing/speed finish).

Landing

The landing frequency is the same as the finish frequency - 122.600 MHz (call sign PRIEVIDZA TRAFFIC). All direct landings shall be performed according to the instruction given from finish official on the landing frequency. Pilots must land as long as possible, strictly avoiding crossing the runway diagonally, bearing in mind that several gliders can be behind them at the same time.

Landing instructions for the speed finishers will be specified at the first briefing.

Flight Documentation

All flight documentation such as GNSS records shall be handed without any further delay by Upload at www.plachtenie.sk or by e-mail at flight.challenge.cup@gmail.com to the scoring office. There will be PCs with internet connection provided to flight record download in briefing premises. Back-up documentation shall be delivered within 60 minutes after the request to do so.

The competitor shall hand over the records that contain all flights of the day.

The flight record, covering all flights made during the day shall be kept in the IGC Flight Recorder until the flights have been evaluated by the Organisers.

PART 8 SCORING

Scoring system

The scoring system for the contest will be:

- **1000-Points Scoring System**

Scoring of Team Cup

Team Cup will not be scored.

List of Handicaps

The official IGC Handicap list will be used for scoring the club class and DAeC 2009 index list for the combi class.

Scoring Parameter (M)

The formula $M=0$ will be used for scoring.

PART 9 COMPALINTS AND PROTESTS

Protest Fee

The amount of the protest fee is 50.00 Eur.

PART 10 RESULTS ANS PRIZEGIVING

Requirements for flags, anthem disc or tapes

There is no requirement for flags, anthem disc or tapes.

Appendix B - Contest Area Boundary – files for download

Appendix D - Turning Points Database – files for download