

**LOCAL PROCEDURES
PRIBINA SAILPLANE GRAND PRIX 2006
Nitra, Slovakia**

A. Documents to be presented by the pilot at registration

1. Pilot
 - Pilot licence or equivalent document
 - Proof of nationality or certificate of residence (FAI General Section 3.7)
 - FAI Sporting Licence valid for April 2006
 - Proof of personal medical insurance
 - A Therapeutic Use Exemption (TUE) for any medicines or medication being taken. Refer to www.fai.org/documents/AntiDopingRules for further information. *This is extremely important in case of doping testing.*
2. Crew
 - Proof of personal medical insurance
3. Glider
 - Valid Certificate of Airworthiness or Permit to Fly
 - Valid Registration Certificate
 - Valid FR calibration certificate
 - Proof of Third Party Insurance to the value of SDR 0.75 million for glider up to 499kg MTOW and of SDR 1.5 million for gliders with 500kg and more MTOW.

B. Technical requirements

1. Scrutineering : location and schedule
 - Scrutineering will be conducted in the main hangar and will be completed during Friday 14th April
2. List of instruments that must be removed
 - All gyro-stabilised instruments and any other instruments providing the ability to cloud fly must be removed
3. Requirement for High visibility markings
 - There is requirement for high visibility markings. All gliders have to be marked with mirror tapes on each winch (one third from the wing tip) and vertical stabiliser.
 - Gliders could be required to carry sponsors logos. These will be fixed in the same positions on all aircraft.
4. Procedure for checking aircraft mass
 - Aircraft mass will be checked regularly every day on all gliders using portable scales. The aircraft will be weighed in flying condition with water ballast, parachute, batteries, FR, etc in place, but in tow out configuration. Reference weight on main gear will be in this configuration will be set after the acceptance check of the glider before the first contest day.
 - The pilot will be weighed separately.

- An allowance of 5kg will be provided for on-board drinking water and survival equipment.
- The procedure will be described in detail at scrutineering.

C. General Flying Procedure

1. Map of the airfield
 - Attached
2. Units of measurement
 - Altitude in metres (feet in brackets)
 - Distance in metres and kilometres
 - Mass in kilograms
3. Single Frequency to be used
 - 123.400MHz is designated as the in-flight safety frequency. Pilots are to remain on this frequency while on track. This frequency will also be monitored
 - The launch, start and finish will be on 123.400MHz.
4. Carriage of tracking units
 - Tracking units are required to be carried by all competitors. Deliberate interference or tampering with these units (switching off or altering location or vision) will result in a penalty being applied.

D. Gridding

1. Organisation of the grid
 - The grid will be organised in rows with aircraft up to five wide and will advance by one row after each valid competition day.
 - Crews are expected to assist with the launch of their glider.
 - The movement of crews and vehicles on the airfield must be co-ordinated through the Grid Officer.
2. Requirements for discharging of water ballasts on the grid
 - Water ballast must be discharged into containers if water is drained from tanks while the aircraft is on the grid.

E. Launch procedure

1. Procedure for motor gliders if they are accepted
 - Not applicable.
2. Release areas
 - Release areas will be identified at briefing each day.
3. Release
 - Gliders must remain on aero tow until signalled to release by the tow plane. The release signal is rocking of the wings of the tow plane.
4. Re-lights (re-launch)

- A re-launch is available if the glider lands within the boundaries of Nitra airfield. The re-launch will be conducted immediately after the normal launch for all gliders, present in their correct grid places, is completed.
- Other fields within the immediate vicinity of Nitra airport may be identified as re-land areas as required. Procedures will be available at briefing on specific days.
- A glider experiencing a ground loop on take-off, or a failed take-off (Rule 7.2.1g), will be launched immediately from the position in which it stopped if it is close to the front of the grid. A glider ground looping at high speed will be removed to the side of the runway and re-launched when the normal launch is complete.
- Crews are required to be ready to retrieve their glider from the airfield in the event of an aborted take-off or ground loop.
- The movement of crews and vehicles on the airfield must be co-ordinated through the Grid Officer.

F. Finish Procedure

1. Arrival announcement
 - Pilots must announce their arrival on the designated radio frequency at 10km and 5km.
 - The pilot must identify the distance and type of finish on each call. The call required is “[Callsign] 10 Km / 5 Km straight-in landing/ high-speed finish”.
 - Wind speed and direction, circuit direction and any traffic will be routinely broadcast by the Nitra Info base radio frequency 123.400MHz.
2. Mandatory Reporting points (if any)
 - Mandatory turn points will be established adjacent to the airfield to align final glides with the runways.
 - The finish direction will be aligned with the runway (15/33) depending on the task and the wind.
3. Procedure for direct landings
 - Circuit procedures will be always to the SW side of the airfield meaning left circuit for RWY33 and right for RWY15. Direct landings will be on the runways adjacent to the NE edge of the airfield.
 - Dangerous or hazardous manoeuvres in the finish lane will be penalised.
 - Crews are required to be ready to retrieve their glider from the airfield after landing.
 - The movement of crews and vehicles on the airfield must be co-ordinated through the Grid Officer.
4. Procedure for speed finishes
 - Circuit procedures will be always to the SW side of the airfield meaning left circuit for RWY33 and right for RWY15.
 - Dangerous or hazardous manoeuvres in the finish lane will be penalised.
 - Crews are required to be ready to retrieve their glider from the airfield after landing.
 - The movement of crews and vehicles on the airfield must be co-ordinated through the Grid Officer.

G. Outlanding

1. Tel. number of the outlanding office
 - Landline: +421 37 7334805
 - Cellphone: +421 905 211669
2. Outlanding form (information to be provided)
 - Outlanding forms will be provided. The information required will include: Registration; pilot name; time of landing; coordinates (Lat/ Long) of the landing position; and, number of turn points rounded

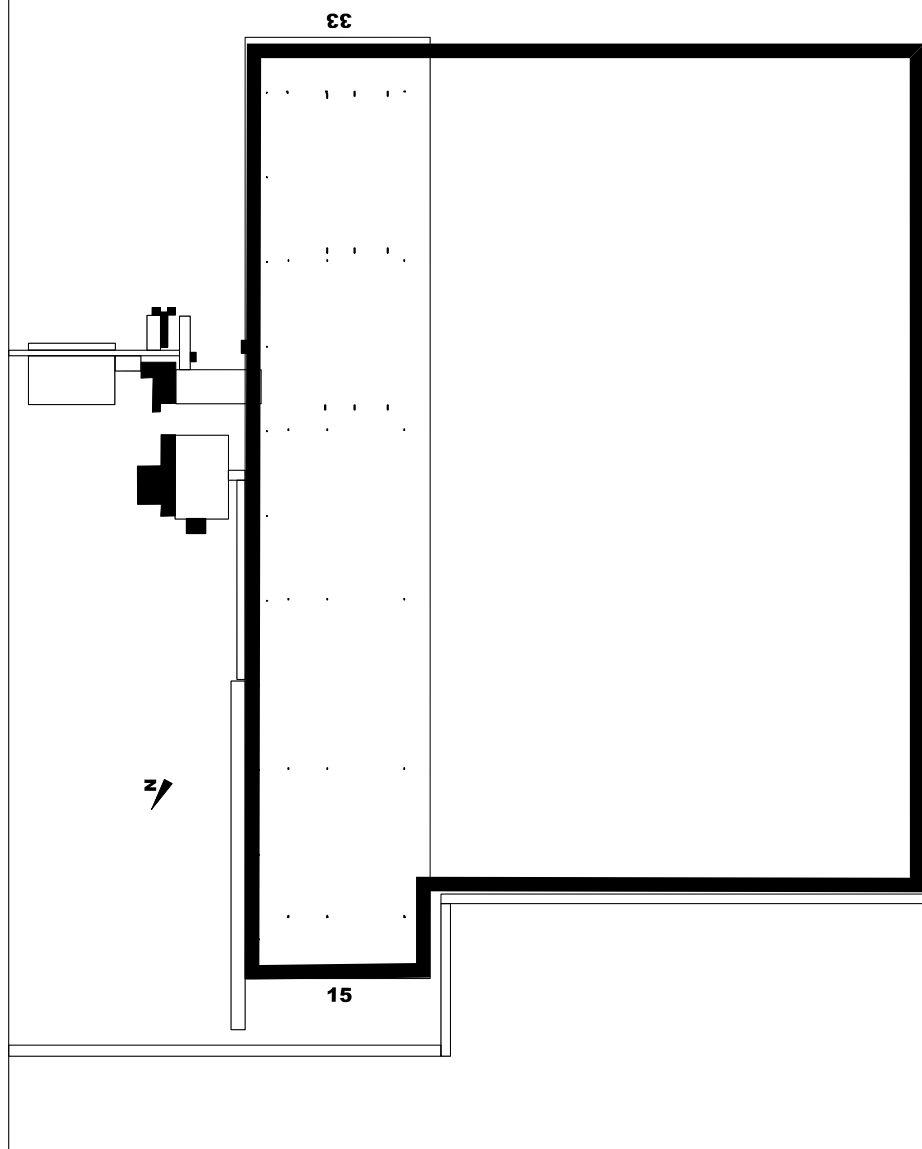
I. Scoring

1. Delay for handling of flight documents
 - Flight documents must be handed in as soon as practicable. Any unnecessary delay will be penalised.
2. Handling of IGC files in electronic form
 - IGC files may be provided by handing in the FR, or on a floppy disk or memory stick

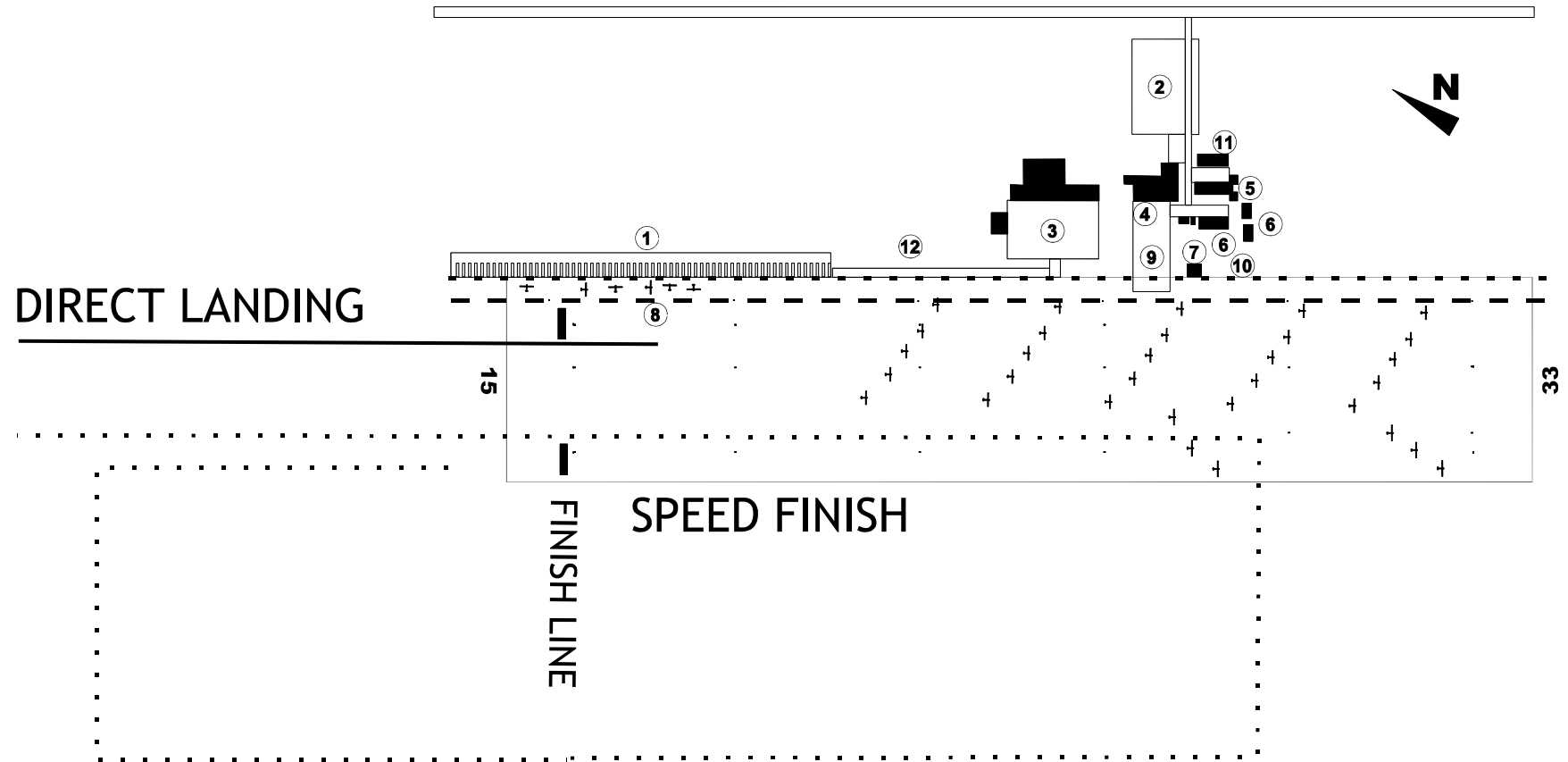
J. Protests

1. Amount of protest fees
 - The protest fee is EUR 99.00

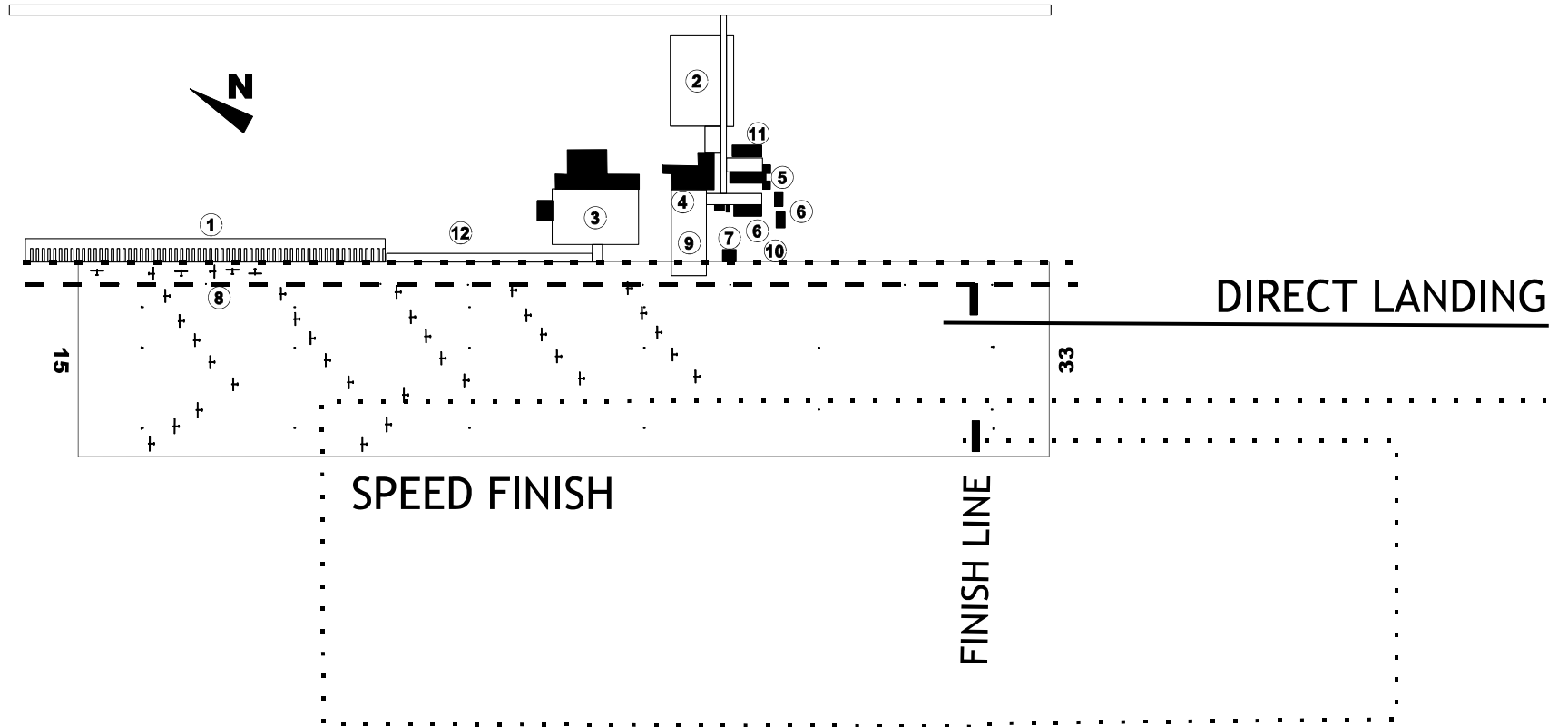
CONTEST SITE BOUNDARY



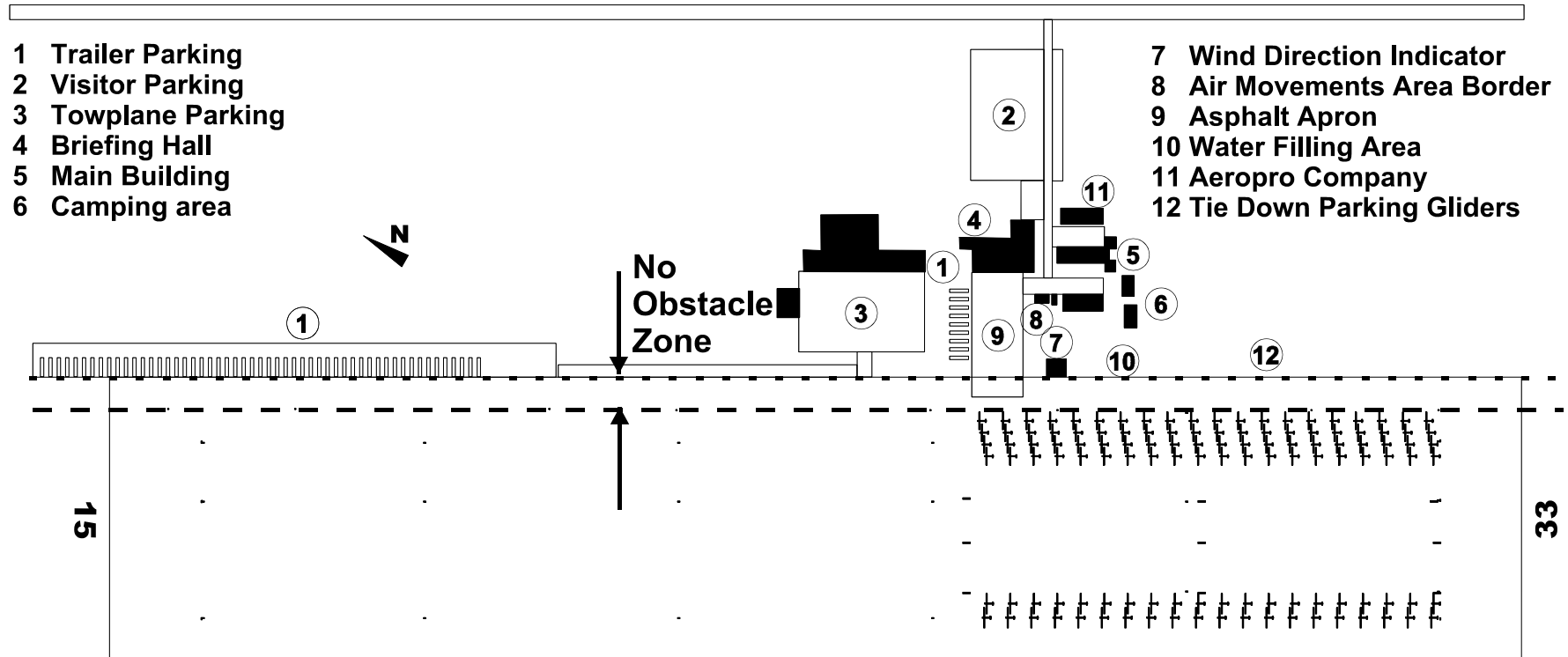
Arrival Procedure RWY 15



Arrival Procedure RWY 33



Layout of the Airfield Nitra



RELEASE AREAS

PRIBINA CUP 2006, NITRA - SLOVAKIA

