

## LOCAL PROCEDURES

### A CHAMPIONSHIPS DETAILS

#### Name of the Event

FAI European Gliding Championships 2005, Nitra - Slovakia  
Club, Standard and 18m Class

#### Location of the Event

Airport Nitra (ICAO code LZNI)

48°16'47"N; 018°08'02"E, WGS84

Elevation MSL 135m/433ft MSL

#### Time Schedule

|   |  |
|---|--|
| Preliminary entries due                 | January 31 <sup>st</sup> , 2005                      |
| Final entries due                       | March 31 <sup>st</sup> , 2005                        |
| Deadline for approval of new GNSS FR    | March 31 <sup>st</sup> , 2005                        |
| Reserve pilots may be accepted          | May 1 <sup>st</sup> , 2005                           |
| Unofficial training                     | July 4 <sup>th</sup> - July 6 <sup>th</sup> , 2005   |
| Registration (from 10 AM to 6 PM daily) | July 7 <sup>th</sup> - July 8 <sup>th</sup> , 2005   |
| Official training                       | July 7 <sup>th</sup> - July 9 <sup>th</sup> , 2005   |
| First official Team Captains briefing   | July 8 <sup>th</sup> , 2005, 8 PM                    |
| Configuration change closes             | July 8 <sup>th</sup> , 2005, 6 PM                    |
| Opening Ceremony                        | July 9 <sup>th</sup> , 2005, 6 PM                    |
| Contest flying                          | July 10 <sup>th</sup> - July 22 <sup>nd</sup> , 2005 |
| Farewell party                          | July 22 <sup>nd</sup> , 2005, 8 PM                   |
| Reserve day for flying                  | July 23 <sup>rd</sup> , 2005                         |
| Closing and Prize Giving Ceremony       | July 23 <sup>rd</sup> , 2005, 11 AM                  |

#### Competition Officials

|                               |                  |
|-------------------------------|------------------|
| Championships Director        | Vladimir Foltin  |
| Deputy Championships Director | Dominik Jancik   |
| Task Setter                   | Dominik Jancik   |
| Chief Scorer                  | Frantisek Cagala |
| Meteorology                   | Alexander Cerba  |

#### International Jury

|           |  |
|-----------|--|
| President | Fred Gai, GER                          |
| Members   | Jaroslav Vach, CZE<br>Tadeas Wala, SVK |

#### Stewards

|               |                    |
|---------------|--------------------|
| Chief Steward | Petras Beta, LTU   |
| Steward       | Angela Sheard, GBR |

## Addresses for Correspondence and Entries

For all official and local matters:

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### **B GENERAL**

#### **1.3.1 Championships classes**

13<sup>th</sup> FAI European Gliding Championships 2005 will be held in following classes as described in the main body of Section 3 of the Sporting Code, Chapter 7:

- Club Class
- Standard Class
- 18m Class

#### **1.4.1 Additional safety rules**

All necessarily additional safety rules for each championship day will be announced at the briefing for the day.

#### **1.4.3 National requirements concerning doping test**

The tests for doping will be conducted in accordance with FAI Rules and can be performed during the competition period.

### **C NATIONAL TEAMS**

#### **3.4.2 Entry Fee**

The entry fee is 639 EUR per participating glider and covers all operational costs during the Championships except aero tows.

The entry fee must be paid in full by bank transfer to:

Bank: SLOVENSKA SPORITELNA, a. s.  
NITRA, SLOVAK REPUBLIC

Name of account: Slovensky narodny aeroklub, AEROKLUB NITRA  
DLHA 108, 949 07 NITRA, SLOVAK REPUBLIC

IBAN: SK70 0900 0000 0002 3205 8148

Bank Code: 0900

Swift Code: GIBASKBX

by March 31<sup>st</sup>, 2003 at the latest.

Aero-tow fee is 30 EUR for club and standard class gliders and 35 EUR for 18m class gliders. Landing fee for self-launching gliders is 5 EUR.

The organiser will require paying for 10 aero-tows/landings in advance to staff at the contest site. This payment, together with all camping and accommodation fees (if applicable), have to be done by Friday 8<sup>th</sup> of July 2005, 6 PM at the latest and before the start of first training flight. Aero-tow/landing fees if unused will be refunded in full.

#### **3.4.3.a Number of allowable entries per NAC**

1. Each NAC may enter up to 2 pilots and 1 substitute/reserve pilot to each class. Reserve pilot will normally only replace a nominated pilot in the event of a withdrawal.

2. The present European Champions are automatically qualified and will be admitted in addition to the above quota. (They must, however, be entered by the NAC).
3. Reserve pilots will be admitted after May 1<sup>st</sup>, 2005 only in a class where vacancies exist and provided that entry fees for the officially entered pilots have been received correctly.

#### 3.4.3.c Total number of allowable entries

The total number of allowable entries shall not exceed 120 in total and the maximum number of gliders in any class is 50.

#### 3.5.4.a Additional documentation required

The organiser will require following additional documents:

For Captains, pilots and team members:

- Countries that require visas to enter Slovakia, Czech Republic and Hungary must organise them by their own means in due time. If invitations are needed, organizers will provide such documents.

For the sailplane:

- Registration certificate of the glider
- Flight manual
- Valid weight and balance sheet of the glider
- Documentation of GNSS FR calibration not older than 24 months

#### 3.5.4.b Documents required to be carried on board the sailplane

The organiser will require following documents to be carried on board the sailplane:

- Proof of nationality or certificate of residence (FAI General Section 3.7);
- Valid Pilot License or equivalent document
- C of A
- Certificate of Registration
- Aircraft radio licence
- Flight manual
- Proof of third party insurance coverage

#### 3.6.1 Third party insurance cover

Third party insurance not excluding competitions is required for each participating glider. The insurance coverage is based on maximum take-off mass of the glider and is as follows:

Max Take-off mass up to 500kg - 500 000 SKK

Max Take-off mass up to 1 000kg - 1.000 000 SKK

Documentary proof of insurance shall be made available to the organizer in Slovak, Czech or English.

### *D TECHNICAL REQUIREMENTS*

#### 4.1.1.a Mandatory additional equipment

Acoustic vario, PC connection cables for own GNSS Flight Recorders and for Team captain serviceable cellular telephone (GSM 900/1800 standard) is mandatory.

#### 4.1.2.b Instruments that must be removed from the sailplane

The following instruments shall not be carried on board:

- Bohli, Schanz, KT1 or other gimballed compass
- Turn indicator
- Artificial Horizon

Further instruments not allowed - if any - may be specified at briefing.

#### 4.1.2.b High visibility marking requirements

*The organizers will not require the competing sailplanes to be marked with high visibility markings to improve in-flight observability.*

#### 4.1.2.b Carriage of GNSS data transmitters for public displays

*The organizers may require the competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and actual position of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay should be reduced to zero prior the finish.*

#### 4.2.2 Procedures for checking aircraft mass

##### Initial Weighing

The organizer will initially provide the following additional weighing operations. The results of this operation will be recorded and made available to the pilot concerned:

- a. Glider empty, i.e., without pilot and parachute but including loose items such as thermos, drinks, tie-down equipment, additional clothing, water ballast (if applicable) etc.;
- b. Pilot;
- c. Parachute.
- d. Reference weight in tow out configuration

##### Take-Off Mass

Club Class - A check of the glider mass, intended to verify that the take-off mass will not exceed the maximum certified mass of the sailplane without water ballast.

Standard Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 525kg or the maximum certified mass.

18m Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 600kg or the maximum certified mass.

##### Regular Weighing

- During the official practice period, scales and officials will be available at the weighing points every day. The times will be published by the Organizers. All pilots will be weighed separately. The Organizers will not take responsibility for the results of weighing.
- On all championship days, each glider will be weighed in its „tow out“ configuration with all removable equipment onboard 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 which exceed their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.
- Aircraft mass may also be checked on the grid. The competitor will be informed of the weighing result. If the check shows, that the sailplane is overweight, penalty points will be given according to the rules.
- A mass check will be required after relanding for another championship 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.

#### *E GENERAL FLYING PROCEDURES*

#### 5.2 Units of measurement

Unless stated otherwise, distances will be expressed in kilometres, heights in metres Above Ground Level (AGL), altitudes in metres Above Mean Sea Level (AMSL), speed in kilometres per hour (km/h), vertical speed in metres per second (m/s), mass in kilograms (kg) and headings or radials in degree true.

#### 5.3.1.b Data transmission requirements

A portable telephone may be carried on board. FLARM system is allowed to be used.

### 5.3.1.c Radio frequencies to be used during the championships

For the championships the following frequencies will be used:

Call sign NITRA INFO (FREQ 123.400 MHz) - for all airport operations at the contest site;

Call sign NITRA COMPETITION (FREQ will be announced before the training period) - for all competition purposes;

TEAM FREQUENCIES (The list of FREQ will be announced before the training period) - assigned team frequencies for all team communication related to the contest.

### 5.3.1.d Frequencies allocated for flight safety

Frequency 123.400 MHz (Call sign NITRA INFO) and common frequency 121.500 MHz will be used for flight safety purposes.

All competitors should have frequency 123,400 MHz selected from:

- The beginning of take off, and
- During the launch until they have left the launching zone, and
- On the final glide from at least 10 km away from the finish line, and
- During landing - from the moment they join the circuit until they have left the runway.

## *F TASKS*

### 6.1 Types of tasks that will be set

The following tasks will be set during the championships:

- Racing Task
- Speed Task - Assigned Areas

## *G COMPETITION PROCEDURES*

### 7.1.d Requirements for discharging water ballast on the grid

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

### 7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Maps with the data will be provided to teams on arrival as **Appendix A** of this document.

### 7.3.2 Launch procedures for motor gliders

Motor gliders, including gliders with sustainer engines, shall comply with all the requirements for gliders and carry FR' that have an IGC approved MoP function. Self launched motor gliders shall follow the same general climb out path as the aero towed gliders in their Class and shall shut own their MoP in the designated release area below the maximum release altitude.

### 7.4.2 Types and definitions of starts that will be used

The Start Options for the championships are:

- Start Line
- (i) A straight line, as defined in rule 7.4.2.b.(i), or
- (ii) An arc, as defined in rule 7.4.2.b.(ii).

### 7.4.3.a Radio procedures for announcing the start

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

- **THE START FOR (club/standard/18m) CLASS WILL BE OPENED AT (time hh:mm), MAXIMUM ALTITUDE IS (QNH high in meters) BEFORE STARTING** - As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time
- **THE START FOR (club/standard/18m) CLASS WILL BE OPENED IN 10 MINUTES, MAXIMUM ALTITUDE IS (QNH high in meters) BEFORE STARTING** - 10 minutes before the opening the start for the class

- THE START FOR (club/standard/18m) CLASS WILL BE OPENED IN 5 MINUTES, MAXIMUM ALTITUDE IS (QNH high in meters) BEFORE STARTING - 5 minutes before the opening the start for the class
- THE START FOR (club/standard/18m) CLASS IS OPENED NOW, MAXIMUM STARTING ALTITUDE IS (unchanged/raised to) QNH (high in meters) or  
THE START FOR (club/standard/18m) CLASS IS OPENED NOW, MAXIMUM STARTING ALTITUDE IS DELETED - Just after the opening the start for the class
- THE START FOR (club/standard/18m) CLASS IS DELAYED FOR (number) MINUTES - As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time, if the start time will be delayed
- THE START FOR (club/standard/18m) CLASS IS CANCELLED - As soon as possible after the cancellation of the Day.

#### 7.4.3.b Altitude procedures for announcing the start

The maximum altitude before starting, expressed in ONH, will be declared at briefing every day. The possible change of the maximum altitude before starting will be announced using the phrases specified in paragraph 7.4.3.a.

*Note: The reason for introducing of maximum altitude before starting is that there is a possibility of occasional wave conditions close to the start gates and with no altitude limit this situation can lead to advantage for pilots with early take off. This altitude limit will be finished at the time of opening of the start line for particular class.*

#### 7.4.5 Requirement for Event Marker

The organizer does not require the use of Event Marker during the championships.

#### 7.6.1 Contest Area Boundary

Co-ordinates of the contest site boundaries will be provided to teams on arrival as **Appendix B** of this document.

#### 7.6.2.b Instructions for real outlandings

A competitor who has landed out shall contact his/her team captain by telephone without delay giving them information as specified on the **outlanding form**. The team captain shall hand the completed outlanding form to the Organizers (Information office) without delay. Non-compliance may be penalised. Outlandings can also be reported via SMS messages in format specified before first contest day. If a number of gliders are landed out within the boundaries of the same field, airstrip or airfield, they shall all be scored as having landed at the same position as that which yields the average distance for all the aircraft in the group.

#### 7.6.4 Provision of and requirements for, aero tow retrieves

Aero tows from the fields are not permitted. Aero tow retrieves will be permitted provided the glider has landed on an airfield (as listed on the Airfield List in **Appendix C** to Local Procedures) that is safe to tow out of and that allows the tug and the glider to be back at the contest site within the limits of legal daylight. All aero tows of the competing gliders shall be provided only by the organizer, except in situations when the organizer delegates this activity to another aero tow operator. In case the aero tow retrieve is to be used, suitable points in the outlanding report have to be filled in before handing in to the outlanding office.

#### 7.7.1 Types and definitions of finishes that will be used

The finish options for the championships are:

- Finish Line.

##### 7.7.1.a Minimum height and maximum altitude for the finish line

Minimum height for crossing the finish line, except of straight in landing, is 50m AGL. Maximum altitude for finish line is 500m QNH.

##### 7.7.3.a Finishing procedures

Announcing of the arrivals will be done on the airport frequency 123.400 MHz. For announcing the arrivals the following phrases shall be used at the place specified at briefing:

- (Competition number), (distance to finish line in km), (straight in landing/speed finish) - As soon as possible at the place specified at the briefing (normally the specified place will be 10km to final or

last control point of the task used for aligning the sailplanes in the same direction for the final).

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

#### 7.8.1 Landing procedures

The landing frequency is the same as the finish frequency - 123.400 MHz (call sign NITRA INFO). Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials on the airport frequency. The aim is that the first finishing sailplanes shall normally continue as long as possible landing to allow other sailplanes to land safely behind and to use as much runway as possible. Any sudden change in direction of flight or rolling during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for sailplanes landing from the runway circuit will be specified at the briefing.

#### 7.9 Handling of flight document

All flight documentation, including GNSS records, list of reached Turn Points, and outlanding certificates shall be handled in after landing within 30 minutes. Back up documentation shall be handled in within 60 minutes. Non-compliance may be penalized.

### *H SCORING*

#### 8.1 Type of scoring system

Scoring system for the championships will be:

- 1000-Points Scoring System

##### 8.1.1 Scoring of Team Cup

Team Cup will be scored according following rules.

##### 8.1.1a. Competitors

Every competitor entered in the 13<sup>th</sup> FAI European Gliding Championships 2005 in Nitra is a competitor in the European Team Cup 2005, except the competitors entered in a class that does not have at least ten participants from at least 5 NACs on the first Championship day, shall not be eligible.

##### 8.1.1b. Scoring:

- The maximum available points PM is to be 1000. The day factor F is to be 1.
- Team points for each Championship day (Pt) will be determined by dividing the total number of points gained by the team (Pn) by the number of competition pilots who were offered an official competition launch on the day (N1).  
$$Pt = (Pn/N1)$$
- The winning Team is the team with the highest total score, obtained by adding the team points for each competition day.

##### 8.2.4 List of Handicaps

The actual IGC handicap List 2005 will be used for scoring the club class.

##### 8.3.2 Penalty of outlanding (M)

Outlanding penalty (Distance reduction) will not be used for scoring the Speed tasks. The formula  $M=0$  will be used for scoring.

### *I PROTESTS*

##### 9.2.3 The value of the protest fee

The value of the protest fee is 100 EUR.

### *J PRIZEGIVING*

##### 10.2.1 Requirements for flags, anthem disc or tapes

Every team shall bring the same number of flags for the closing ceremony as the number of team's pilots in the (Club/Standard/18m) class. Every team shall bring one copy of their national anthem on CD disc, MG tape or audio file. The required material has to be supplied upon registration.